



NINES

THE SAAB CLUB NEWSLETTER

\$2.25
July/August
1990
no. 194



Gearbox lube:

the Gospel according to Saab
page 18

A 9000 that really hauls
page 15

V4 engine handling tools
page 16

Early 3-Cylinder water
pump replacement
page 19

Plus:

- New Accessories
- *Racing action*
- A Review of Jack
Ashcraft's book,
Sonett Sources
- *Serial Numbers since 1950*

Saab Friction Tester

Two more in use at
major U.S. airports

- see page 10

Regional Club News

Calendar of Events

National SAAB Owners' Convention

Aug 3-5 - Sturbridge, MA.

See page 29 of this issue for details.
For room reservations, 508/347-7393.
Mike, 508/ 525-2110.

1990 International SAAB Clubs Meet

Sept. 8-9 - Grand Duchy of Luxembourg.

Appalachian SAAB Club

Aug. 18 - Meeting at Stuart Sadikoff's.
Stuart Sadikoff, 615/ 337-5424.

Central New York SAAB Club

Need a place to stay en route to the Convention? We're opening our homes to convention goers.
Eileen Kolynich, 607/ 533-4073.

Delaware Valley SAAB Club

??? - Family-styled picnic sometime this summer. Maryland crabs, hamburgers, hot dogs, games, etc.

Milwaukee SAAB Club

July 21 - Clutch Clinic, Lemerond's Garage.
Dave Parps, 414/ 375-2676.

Minnesota SAAB Club

July 21-22 - SCCA National races at Brainerd Int'l Raceway.
Aug. 24-26 - SCCA Ojibwe Pro Rally, Bemidji, MN
Dean Nelson, 612/ 636-3771.

Ohio SAAB Enthusiasts

Watch this space for news on club formation and coming events. For more information, please contact:
Pete Rechnitzer, 216/243-1488.

Vintage SAAB Club of Washington State

Sept 9 - Fall Meet, Columbia Winery, Woodinville, WA. 10am-4pm.
Skip Schott, 206/486-1351
Rich Roberts, 206/481-9179 eves.

SAAB Owners' Club of Canada, Inc.

July 18 - Meeting. Engine tuning for a 9000.
July 22 - Driving School at Shannonville Motorsport Park.
Aug. 15 - Meeting. Guest speaker, Paul Bollenbach on the new insurance act.
Aug. 17 - Driving School.
Peter Shaw, 416/ 447-6329
John Casey, 519/ 576-4320.

SAAB Club of North America

2416 London Road, Unit 900
Duluth, MN 55812-2221

218/ 724-1336, 9am - 6pm Mon - Sat

Fax number: 218/ 728-6307

(Head fax messages: Attn. SAAB Club)

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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Double-spaced typewritten articles are preferred, but most anything is acceptable. We cannot answer every inquiry and reserve the right to edit materials submitted.

Those wishing to submit articles or letters on 5 1/4" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. Please send new address and old address, including zip codes, to the SAAB Club at the address above.

RETURNED CHECKS: There will be a fee of \$10.00 charged for checks returned for any reason.

Clubs & Contacts

Appalachian SAAB Club

Stuart Sadikoff
Route 4 Box 1590
Sweetwater, TN 37874
615/ 337-5424.

SAAB Club of Arizona

Meets: 2nd Saturday
P.O. Box 573
Scottsdale, AZ 85252
Steve Bolander, 602/ 946-1865.

Central Illiana SAAB Club

Margrit Adler
1507 W. University Ave.
Champaign, IL 61821
217/ 356-9244.

Central Penn SAAB Club

Meets: 1st Tuesday, Bube's Brewery, Mt Joy, PA. Social hour at 6:30pm, Meeting at 8:00pm.
George Basehore
477 E. Main St.
Middletown, PA 17057
717/ 944-2915.

Central New York SAAB Club

Eileen Kolynich
102 Armstrong Road
Lansing, NY 14882
607/ 533-4073.

Delaware Valley SAAB Club

Meets: 2nd Thursday, 7:30pm
Hennessy's Tavern & Restaurant
Chester Pike, Prospect Park, PA.
Jenny Trostel
c/o Sports Car Service
3500 Governor Printz Blvd.
Wilmington, DE 19802
302/ 764-SAAB days

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
617 Beechwood
Holland, MI 49423
616/ 335-5215.

Milwaukee SAAB Club

Meets: 4th Monday, 7:30pm
Rick Lemerond
3324 20th St.
Racine, WI 53405
414/ 634-5735.

Minnesota SAAB Club

Meets: 1st Thur, 8pm, Professors,
Har Mar Mall, St. Paul
Dean Nelson
612/ 636-3771.

Montreal SAAB Club

E. Peter McLoughlin
c/o Dormer Laboratories
6600 Trans Canada Hwy
Pointe Claire, Quebec H9R 4S2
514/ 451-5165.

New England Sonett Club

Meets: 1st weekend in March, June,
Sept. & Dec.
P.O. Box 4362
Manchester, NH 03108.

New Jersey SAAB Club

Herb Hirsch
34 Paul Ave.
Kendall Park, NJ 08824.
212/ 730-3835 days
201/ 821-8284 eves.

Northern Illinois SAAB Club

24 hour Events Hotline:
312/ 763-4752.

SAAB Club National Capital Area

Meets: at Bethesda Regional Library,
Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring, MD 20904
301/ 384-6732.

SAAB Clubs of Georgia

Meets: 1st Monday.
P.O. Box 52122
Atlanta, GA 30355-2122

SAAB Owners Club of Canada, Inc.

P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/ 737-5827.

Southern California SAAB Club

Paul Florance
126-1/2 Main St.
Seal Beach, CA 90740
213/ 493-6707.

Tulsa SAAB Club

Ray Kurr, 918/ 451-2899.

Vintage SAAB Club of Washington State

Rich Roberts, 206/ 481-9179
Skip Schott, 206/ 486-1351.

West Mountain SAAB Club

(New England/New York)
David Sullivan
314 Union Ave.
Framingham, MA 01701-6319
508/ 879-8288 after 6pm.

Western Pennsylvania SAAB Club

Andy Bittenbinder
9433 Katherine Dr.
Allison Park, PA 15101
412/ 364-4780.

Letters to NINES

Fun in the Sun

SAABs appear to have a hardy northern survival rate, but suffer under the pounding Miami sun. The adhesive used for the trim and door seals failed on both cars. Plastic sunroof guides died very early. Numerous other nit-picking problems, but not enough to deter my current or future consideration of the SAAB line. Blame it on the rough weather.

There is one *major* problem - Quality Dealer Support. Non-existent in my part of the country. Lots of lip-service, but no *substance*.

My philosophy has been to make lemonade out of a lemon situation and this came to me in the form of a reliable, friendly and informed independent facility called "Swedish Solution." Owners Jeff Block and Perseo Alvarez are well informed and maintain a staff of excellent mechanics. The work product is superior by any standard. The costs are reasonable. The support is outstanding. They produce *quality* results, not excuses for failure. They are the "Saab" solution in the Miami desert of inept, bean counting dealerships.

Despite the firm name, they work only on SAABs. It is my understanding someone took exception to "Saab Solution" and the result was "Swedish Solution." They can be found in South Miami at 5801 SW 70 St.; phone (305) 662-4455. Obviously strongly recommended.

After reviewing the balance sheet in the April newsletter, you have my vote to increase membership costs and take a tad bit more "salary" than is shown.

Keep up the fine work and SAAB stimulation. While the newsletter is a current events vehicle, it also provides a very necessary ingredient to rational thinking... *balance*. You have a very good handle on that.

Manfred H. Dulle
Miami, FL

PVE compliments

I have a 1985 SAAB Turbo 16v, 3-door model with 3-speed automatic. Performance Vehicle Engineering modified my APC computer 10 months ago in August 1989. I

have been very happy and satisfied with their work on my APC computer. The car performs excellently in all ranges of driving. The 22 HP gain can really be felt in the seat back when the turbo comes in. All my calls were answered promptly and my computer was back in my car in two days and working perfectly.

I don't know why Mr. Jerry Wachtel and others had problems with PVE, but Mr. Bob Bornaschella should handle all his customers as I was. My car drives like a 1990 SPG, so PVE does better work in the shop than in the office for some customers. I hope they straighten the problem out because there could be more satisfied customers like me with turbo + system.

Edward DuClos
Bellevue, WA

Recommended dealer

As an owner of four 900s, I would recommend those traveling through the Midwest... on weekends... who experience problems with their SAAB, to call Wigglesworth Saab in West Chicago.

I had the unfortunate problem of having my '82 900 Turbo break down on a Saturday due to a faulty Hall-effect distributor. There are no Saab parts rooms open on Saturday (when most part time mechanics get their parts). Fortunately a salesman by the name of Scott Hixson had compassion on a stranded motorist and opened up the parts room and sold us the necessary rebuild kit. We were on the road in three hours.

If you are looking for a Saab, go see Scott... he cares!

James K. Iverson
Cedar Rapids, IA

Not recommended

I will not be renewing my subscription because I had to sell my two SAABs.

Unfortunately, dealer service for SAABs in central New Jersey - Monmouth and Ocean Counties - is terrible, and in the summer the wait for a service appointment is about three weeks. The dealerships I am referring to are Peugeot-Saab of Wall and Shrewsbury Saab. The service personnel were aloof, indifferent and incompetent.

In place of my SAABs - a 1986 900 and a 1987 900S - I bought two '89 Mazda 929s. Other than replacing defective alternators with more powerful 1990 models, I have

had no service problems. The dealer is Schwartz Mazda in Red Bank, NJ, and their service people are polite and very helpful.

I hope you will print this letter and maybe Saab and GM will do a better job policing their dealers.

Ron Devine
Bay Head, NJ

Quit dumping on SAABs

For some time I've viewed with keen interest the latest happenings for this great auto magazine, but I keep seeing too many pictures like that on page #2 of February 1990 issue that depicts a late 1950 SAAB 93B Dump Truck conversion. Please stop insulting the name of SAAB and it's proud and enthusiastic owners who care for what SAAB stands and has stood for. The picture would probably excite any salvage yard owner in watching a vehicle press doing it's thing to reduce the misery to a once top of the line product.

I as a reader and present owner have can say by eyewitness testimony we as a nation can not maintain the reputation we once to had for long lasting quality goods and could take many lessons from European and Asian manufactures.

Before joining the SAAB family I looked long and hard for a performance machine that could with US specifications operate in any seasonal environment, perform a high or low (sustained) speeds up to 120mph or more without the characteristic steering wheel shake and that side of the road overheated boil over look; have the interior room flexible to all occupants and various luggage situations. If you are SAAB owners with similar stories you will understand my desire for excellence. Owners of other European cars here in Europe do not have a choice. to mutilate in the name of adverse customizing because the original manufacturers can still take offense if the work is considered as degrading of it's ongoing quality image. Thus it's quality and reputation is maintained.

NINES magazine is a one of a kind publication that I am lucky to have found, with the ability to enhance my already positive views against Designed Obsolescent theory; and for "Quality to the Customer Keeps Good Customers Returning."

So I beg you to please stop these degrading advertisements of these once excellent machines. I apologize if my view

points offend some of the many readers of this magazine, but sometimes it's got to be said.

Don L. Coe
APO, NY

I cringed when I first saw the dump truck photos, too, but sometimes these things have got to be published. The photo of the 96 4x4 was another possibility, but it was pretty fuzzy. - TW

I should have said...

You know how often you think of just the right thing to say in a situation but you only think of it hours after you should have spoken up? I left the national convention in Las Vegas last October knowing that I should have spoken up during the open discussion with SAAB representatives, but not knowing exactly how to express my consternation. Fortunately, this newsletter provides an opportunity for these thoughts, albeit somewhat late.

During the open discussion, one attendee acknowledged the humorous Volvo jabs, but emphatically pointed out that "it's not the other Swedes we should be competing with, it's the Japs" (sic).

Have we not progressed socially in the past 45 years to the point where we have eliminated the public use of racist epithets? Even Steve Rossi (public relations manager for SAAB-Scania and whom I thought would know better) referred to Toyota, Honda, Nissan *et al.* collectively as "Jap products". I recognize that some of us make a living from the marque while the rest of us see it as an avocation, but racism has no place in the marketplace nor in a forum of free exchange.

Donald Y. Young
Palo Alto, CA

From Canada, with concern

Attached are two articles from the Montreal Gazette, first the announcement of the Saab dealer, Robert Barrell Automobile, Inc. declaring bankruptcy on May 2, 1990; then the press release on May 9, 1990 from General Motors about closing all Saab dealerships and setting up Saab only from Passport International Automobiles (which is the GM Isuzu network in Canada).

Unfortunately, the loss of Robert Barrell Auto in the Montreal area is a sad blow to the Montreal Saab Club, since the

dealership would turn over the complete garage 4-6 Sundays a year to the Saab Club for meetings and work parties.

Robert Barrell Automobile was the largest Saab dealer in Canada and possibly the oldest. The majority of customers along with all the Saab Club members have appreciated our association with Bob Barrell and have many good experiences of special favours from both Bob Barrell's staff and the Saab Canada organization.

We will have to wait and see if the new Saab/GM organization will give us as fair treatment in the future as we have received in the past.

John Donald
Montreal SAAB Club

It looks like Dick (Grossman's) prophesy(s) have come true.

Can you picture us now going into a "Passport" dealership and trying to find either a Saab mechanic -- or parts?

I guess we'll make more use of the parts ads in NINES and hope the local dealerships at least stock the tools necessary to look after our SAABs.

Douglas M. Catto
Kettleby, Ontario



BAYSIDE
PORSCHÉ/SAAB/LOTUS



9000

	Reg. Price	SALE
Euro Headlite Kit	425.80	340.00
Engine Tuning Kit 86-89	312.00	250.00
Handling Package	946.50	756.00
Rear Decor Panel 9000T	236.00	198.00
Rear Decor Panel 9000CD	245.00	200.00
Hood Protection Strip	37.50	29.00
Chime Relay	52.10	41.00
Sunroof Wind Deflector	68.00	53.00
Cargo Mat 9000 4 dr. 89 —	96.60	75.00
Cargo Mat 9000 5 dr. 86 —	94.80	71.00

900

Euro Headlite Kit 87 —	430.10	345.00
Euro Headlite Kit — 86	477.60	380.00
Cargo Mat 3 dr. 81 —	69.20	54.00
900 CV Int. Cover 86 —	100.00	81.00
Hood Protection Strip	35.90	28.00
Air Springs 79 —	220.00	175.00
Spring Assisted Shocks 86 —	78.90	63.00
Leather Shift Knob	40.00	35.00
Air Outlet Covers 3 dr. 79 —	42.00	35.00
Whale Tail 900 3 dr.	556.00	500.00

99

	Reg. Price	SALE
Grille Assembly	94.50	75.00
Head Lamp Doors	34.70	27.00
Front Park Lens 71 - 76	37.50	29.00
Front Park Lens 77 - 80	44.30	35.00
Rear Taillight Lens 69 - 76	55.50	44.00
Rear Taillight Lens 77 - 80	71.70	57.00
Wagonback Tail Lens	71.70	57.00
Rear Side Lamp — 76	10.45	8.50
Rear Spoiler - Wraparound	240.00	160.00
Rear Spoiler — Straight	210.00	150.00

95-96-97

Front Park Lens 69 —	30.40	24.00
Rear Taillight Lens	38.00	26.00
5 Blade Fan	45.80	35.00
95-96 Windshield 68 —	151.50	120.00
95-96 Front Fender — 68	144.50	115.00
95-96 Front Fender 69 —	184.50	147.00
2 Stroke Front Muffler	63.00	50.00
Sonett III Front Header	57.40	46.00
Sonett III Rear Muffler	66.40	53.00
Rear Brake Shoes - Girling	29.95	22.00



VISA MC AMEX

(206) 328-2303

517 E. PIKE ST.
SEATTLE, WA 98122

1 800-537-9635 FAX (206) 322-4562



Doktor Nio's SAAB Klinik

Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems of general interest will be answered here. No requests for personal replies please. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer or repair shop.

Send your questions to: SAAB KLINIK, 2416 London Road, Unit 900, Duluth, MN 55812.

The cruise control on my 1985 Turbo no longer works. My mechanic says the hose lines have rotted, causing a vacuum leak. He suggested that ordinary windshield washer hose can be used as a replacement for the original hose. Is this true? How much trouble would it be to replace those lines? I have looked in both Chiltons and Haynes manuals; neither addresses cruise control.

Craig Rooney
Bethesda, MD

The hose that fails most often runs from the vacuum motor in the left front fender into the interior. Use an in-line connector and add a new section of hose where it comes off the vacuum motor.

I own an '87 900S 16-valve sedan with 40,000 miles. Recently I have had electrical problems with my taillights. It seems that my brake lights, turning indicators and rear lights are fighting with one another. If I step on the brake or have the headlights on, the turning indicators don't work. The reverse lights are also affected by the brake lights.

The local Saab dealer said there could be an electrical short in the rear tail light circuit board. I inspected the boards visually and could see nothing unusual.

Another electrical problem, which might be related, is that when turning sharp in reverse, with the radio on, the fuse blows. The dealer does not know how to fix this.

Tor Alden
Bernardsville, NJ

The problems with the rear lamps are ground related. See my response in the October, 1989 Klinik. Locating a short such as you described, without a multi-meter, is by process of elimination. Take the radio out first. If the fuse no longer blows, it's the radio, obviously. If not, disconnect each wire, one at a time, from under the fuse that blows, plugging them back in if there is no change. Sooner or later, the short will be gone. Identify which circuit you have opened and trace it to the culprit.

I own a 1983 900 Turbo which has a slight whine in the engine compartment. I

suspect it is the clutch release bearing since it disappears the moment I depress the clutch pedal. While searching for part numbers in the latest 900 Quick Reference Parts Catalogue I found that there are superseding parts for the original clutch slave cylinder assembly and release bearing (MS 248). Could you provide any explanation for the change and whether or not the original cylinder and release bearing should be replaced when changing the clutch, release bearing, pressure plate, etc.?

Along the same line, on a previously owned 99, after about 100,000 miles I found that the return spring in the clutch master cylinder had cracked and separated in three places, providing very little action on the plunger when I attempted to bleed the cylinder after a clutch change. At the time the local dealer could not find a part number for the spring and a new cylinder was purchased. In the Quick Reference Parts Catalogue the spring is detailed, however there is no part number listed for it. Does Saab sell a replacement spring for the clutch master cylinder? If so, could you supply a part number?

Fred Murphy
Ludington, MI

You can still use the old style bearing and put a seal kit in the old slave cylinder. If you replace the bearing and slave with new styles, the pressure plate will also have to be replaced. The new design lessens heat transfer to the slave cylinder so chances of boiling the fluid are not as great. Use release bearing #8704728 with the old slave cylinder #8711533. The master cylinder spring is Saab p/n 8985622.

I own a 1988 900 SPG with a Callaway modified APC, K&N air filter, 3.0 bar fuel pressure regulator and Saab Sport exhaust. The car will not hold full boost (14-15 psi) all the way to redline.

When accelerating under full throttle, the boost gauge initially goes about halfway into the red, but then almost immediately reduces to just slightly into the red and holds that up to the redline. The timing is at 16 BTDC and I have loosened and re-

torqued the knock sensor at a 45 degree angle as per Saab suggestion. I always use 92 octane gas and have even added some octane booter (104+) because I suspected that the APC was doing its thing and detecting some incipient detonation. I can hear no audible knocks.

When I installed the modified APC I adjusted the boost pressure switch by turning the large metal screw in the center of the switch one-half turn clockwise, instead of bypassing it as Callaway suggests. I have been unable to get a pressure gauge and pump to determine where the pressure switch is set or to check the actual boost levels under full load.

According to the Saab shop manuals, the factory setting of the switch is 16 psi (or 13.7 psi, depending on where you look). Is it possible that the boost gauge on the SPG is calibrated to read about 12 psi at the start of the red zone? Can I recalibrate the gauge to read 14-15 psi at the start of the red zone?

Kevin Smith
Wichita Falls, TX

High speed detonation is INAUDIBLE! It is also the most damaging to the engine. The boost could be dropping off due to the setting of the control unit's duration of boost. Try putting a resistor "pot" in the pressure transducer line to fool the signal to the control unit. Check the pressure retard of the ignition distributor. It may be something as simple as a pressure leak in the system than can't withstand boost pressure higher than 12 psi.

Will a 1981 non-APC turbocharger fit and work on a 1982 APC Turbo engine? Can a 1982 turbocharger and APC system be used or added onto a 1981 non-APC turbo engine?

Dominic Cedro
Washington, DC

Yes, both units will bolt up. The differences are the blade angles and the waste gate ranges. The earlier unit does not spin up as quickly but has a higher pressure wastegate than the 4 lb. gate on the APC unit.

SERVICE SUBJECTS



FROM SAAB

Interior Water Leakage

Application: All 900 Models
S.I. 05/90-1238, A-8/P.122

Water Entry in the Body

The points that water can enter the body may vary from car to car. One frequently overlooked place that water can leak into the sill area is a small gap located between the sill and the lower A-pillar (Figure 1). This gap can exist because of incomplete seam sealing, either from original production or from collision repair. Gaps in any body seam should be sealed using 3M All-Around Autobody Sealant (-08500).

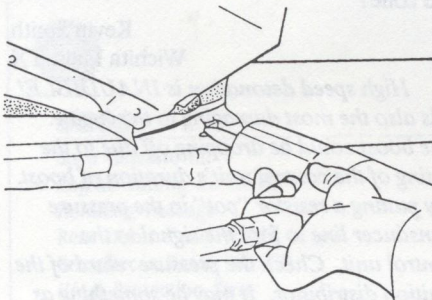


Figure 1. Seal any gap located between the sill and the lower end of the A-pillar.

Sill Drainage

A complaint of wet carpeting or water accumulation under the rear seat, particularly when the car has been parked facing uphill, can often be traced to water leaking into the door sills. The water can collect in the sill and then run out into the interior. As a running change during the 1990 model year, additional drains have been introduced ahead of the rear jack points from VIN's L3007356, L5002773 and L7021017. This will prevent water from collecting in the sills.

The new drain plugs, P/N 92 68 160, can be retrofitted to earlier 900 models to

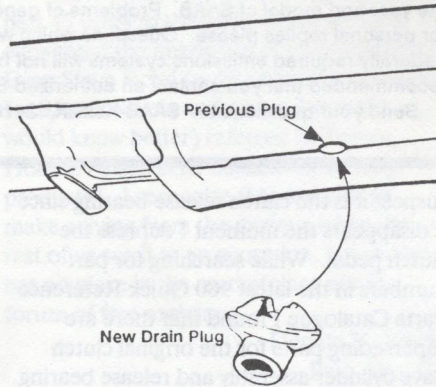


Figure 2. New drain plugs added to 1990 production can be retrofitted to earlier models.

provide additional water drainage. Remove the existing sealing plug and install a rear drain in each sill. (Figure 2).

NOTE: Do not drill additional holes in the body. Drilling holes can impair the anti-corrosion protection of the car.

Parts Required:

Drain Plug (2 per car) P/N 92 68 160

Improved Alarm ECU & Siren

Application: 1989-Early 1990 9000 Models
S.I. 05/90-1242, B-3/P.28
(Supersedes 04/90-1233)

A revised alarm system electronic control unit (ECU) and an improved siren are now available to help resolve alarm malfunctions.

Alarm ECU

A running change was made in early-1990 9000 production to an improved alarm system ECU. This new ECU, P/N 40 92 037, features improved resistance to inadvertent owner entry into the "Diagnostic" mode as well as a revised default level for the motion detector sensitivity. Please note that, despite the change in default level, the motion detector sensitivity should be adjusted to minimize the risk of false alarms.

Because of these improvements, certain complaints regarding the operation of the early-design alarm ECU (P/N 95 66 100) should be remedied by installing the improved alarm ECU. These complaints include:

Inadvertent entry into the "Diagnostic" mode (car will not start).

Erratic motion detector operation and resultant false alarms.

Any other ECU-related faults.

Parts Required:

Alarm ECU

P/N 40 92 037

Installation procedure:

1. In order to verify which alarm ECU is installed in a car, remove and reinstall the alarm system fuse (fuse 22 in early M89 cars and fuse 19 in all others). Close the driver's door and then turn and hold the key in the unlock position for at least 10 seconds. If the car is equipped with the new design ECU, the siren will chirp and the parking lights will flash. If nothing happens after holding the key in the unlock position for 10 seconds, then the car is equipped with the early design ECU.
2. In order to replace the alarm ECU, the glove box must be removed. (see Service Manual Sec. 8:3, P.854-13). The ECU is mounted on a metal bracket that has four retaining feet which secure the ECU. It is extremely important that all four mounting feet are secured and the two locking fingers are fully engaged in the groove on the base of the ECU (Figure 1). An incompletely fastened ECU will be prone to false motion detector alarms.

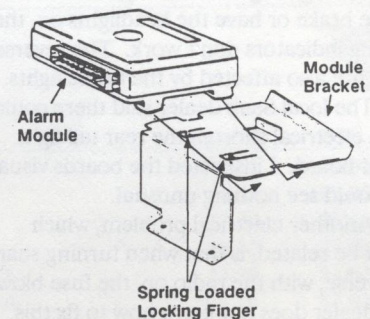


Figure 1. All four mounting feet must be secured and the two locking fingers must be fully engaged in the groove on the back of the ECU.

3. Instead of removing the glovebox, some technicians may be tempted to install the alarm ECU with the limited access gained by removing the sound insulation panel under the dash. However, because the ECU is not clearly visible from under the dash, this method carries an unacceptable risk of incorrectly mounting the ECU on the bracket. Always gain access through the glovebox when removing and replacing the alarm ECU.

Motion Detector Sensitivity

The default setting (power interrupted then reconnected) for the motion detector sensitivity for the later-design alarm ECU is 12 units. Saab recommends that the level be raised to 20 units (made less sensitive) in order to minimize the risk of false alarms. The driving environment of certain vehicles may require adjustments to more sensitive or less sensitive motion detector settings, but 20 units should be considered the basic level.

Change the motion detector sensitivity as follows:

1. The alarm system should be in "Transport" mode (LED flashing once every four seconds). If the system is not in "Transport" mode, remove and reinstall the alarm system fuse.
2. Turn the driver's door lock to the unlock position and hold it there for at least 10 seconds (Figure 2). When the siren chirps and the parking lights flash, release the key.
3. The LED will flash one flash per second for approximately 10 seconds then it will start flashing twice each second. This signifies that the alarm is now in the "Sensitivity Test" mode.
4. In order to adjust the alarm ECU to the recommended basic setting, you must turn the key in the driver's door to the right (lock) position and hold it for two seconds (Figure 3). Repeat this cycle eight times to adjust the alarm from the default setting (12 units) to the Saab-recommended basic setting (20 units).
5. After the basic level of 20 units has been reached, turn the key in the driver's door lock quickly from neutral to unlock two times (Figure 4). This will set the new sensitivity setting into the ECU memory.
6. To return the alarm to the "Disarmed" mode, turn the key from neutral to the unlocked position three times within two seconds (Figure 5). The LED will stop flashing.
7. Open and then close the driver's door and lock it. After the interior light delay cycles off the alarm will go through its arming cycle and the LED should flash once every second.

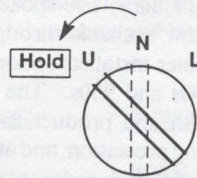


Figure 2. To enter the "sensitivity test" mode, turn the key to the unlocked position and hold it for 10 seconds.

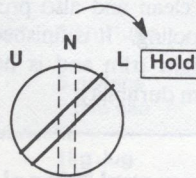


Figure 3. To decrease sensitivity turn the key to the locked position and hold for two seconds then release.

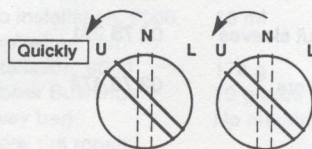


Figure 4. Lock the new sensitivity setting into memory by turning the key quickly two times from neutral to unlocked.

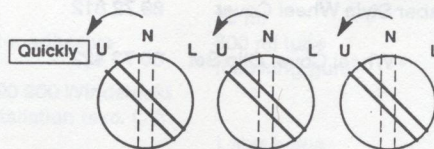


Figure 5. To return the alarm to the "disarmed" mode, turn the key from neutral to unlocked, three times within two seconds.

Alarm Sticker

In order to alert service personnel about the need for adjusting the alarm sensitivity whenever the power to the ECU has been interrupted, the alarm ECU's supplied as spare parts under P/N 40 92 037 will include an informational sticker. This sticker (Figure 6) should be affixed to the left front wheel housing just below the strut mounting (Figure 7).

Additional stickers are available, at no charge, by ordering P/N 02 14 627.

Alarm Sirens

Complaints of siren malfunction/non-function can be remedied by installing an improved siren, P/N 95 65 839. Note that this P/N has not changed, but the improved sirens have a white date code sticker on the back of the siren.

Siren Replacement Procedure

The siren is located between the left front outer and inner fenders (Figure 8). It is held in place by an 8mm nut just behind the washer fluid reservoir and can easily be removed by taking out the left front parking lamp assembly.

ATTENTION

This car is equipped with a revised Alarm Module Saab P/N 40 92 037. When reconnecting the battery or reinstalling the power fuse for the alarm, the sensitivity setting of the module should be adjusted as per Saab Service Information. Failure to readjust the sensitivity setting may result in false alarm activation.

P/N 02 14 627

Figure 6. Alarm Sticker P/N 02 14 627.

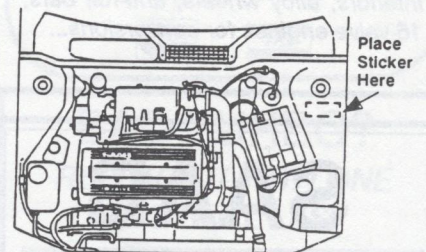


Figure 7. Affix the alarm sticker to the left front wheel housing just below the strut mounting.

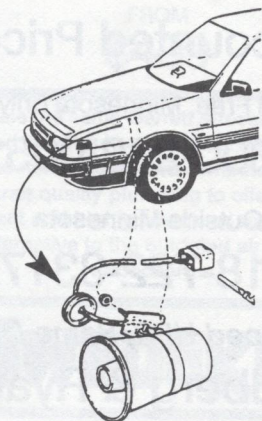
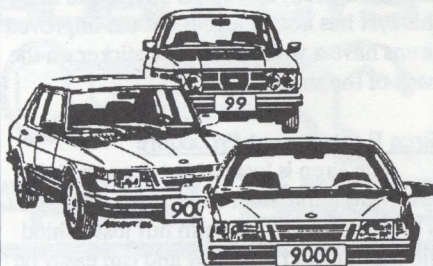


Figure 8. Location of the siren is between the left front outer and inner fenders.

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Dress it up with new wheels

A new light alloy, five-spoke Ronal R15 wheel is now available through Saab dealers as a dealer-installed option for all late-model 9000s and 900s. The wheel's superior strength and production quality enhance handling precision, and at a width of 6½ inches - a full inch wider than Saab's standard specification - the Ronal R15 is the widest 15-inch wheel the manufacturer offers. The aggressively styled Ronal R15 is easy to clean and also provides effective brake cooling. It is finished in silver-gray with bright trim and is heat-treated for optimum durability.



Hubcaps and Wheel Covers

Description	Part Number	Application	Notes
Center Hub covers	02 73 482	900 88-, 9000 all	For steel wheels. Black plastic center hub covers - set of four. Pack of 20.
- Wheel nut sleeves	02 75 271		
Center hub covers	02 73 474	900 79-87	For steel wheels. Black plastic center hub covers - set of four. Pack of 20.
- Wheel nut sleeves	02 75 271		
EV-1 Style Wheel Covers	02 74 647**	900, 9000	Set of four, full wheel covers. Plastic material.
- Single cover	02 74 654		
- Clips/Set of 8	02 43 154		
Saber Style Wheel Cover	89 72 812	900 85-, 9000 86-	Fits 5½" steel wheel. Replaces 89 87 604. 5 per bag (enough for one wheel cover). Use with 89 72 812.
- Wheel Cover Clip Set	89 73 422		
Saber Style Wheel Cover	89 87 604**	900 '85-, 9000 all	Replaced by 89 72 812. 24 per bag. Use with 89 87 604.
- Wheel Cover Clip Set	91 00 207		
- Individual Clip	91 01 502		
GLE Style	89 47 293	900 '82-'84	Use with 5½" rim 89 46 774.
Steel Beam Style	02 02 473		Use with 5" wheels or 5½" wheel 89 46 774.
Inca Style Wheel Cover	02 05 443**	900 thru '81	Use with 5" rim 89 34 820 only.
- Individual Inca Cover	02 70 199**		

** Discontinued - No Longer Available

Fluids, Lubricants and Supplies

P.I. 182 - 05/90. Replaces P.I. 167 (NINES, Sept. 89 page 6)

Saab-Scania of America sells a limited range of specialized lubricants, fluids, and other supplies. These items are often difficult to obtain on local markets and have specific required uses for maintenance and repair.

Description	Part #	Application	Notes
Loctite 518	02 44 970		B2324 Engine Sealing
Cleaning Solution	83 94 272	LH Injector Cleaning	12 can case
Mineral Spirits 135	02 80 206	CIS Injector Testing	5 gallons
Antifreeze	02 08 991		Case - 6 one gallon containers
Loctite 510	02 44 517	900, 9000 Manual Transmission Repairs	50 ml tube
EP 75 Wt Gear Oil	99 00 754	Manual Gearboxes V4, 99, 900	5 gallons 7.5 lb can
CV Joint Grease	02 70 025		
Gleitmo 750	30 07 309	Manual shift lever lubricant	
Gleitmo 540	30 08 612	All Sliding Calipers	1kg Jug
Handbrake Lube	30 06 442		100 g tube
Handbrake Adj. Lube	89 94 782	Brakes 1975-87	1 per front caliper
Rubber Grease	30 01 849	Brake caliper seal rebuilding	50 g tube
Sealing Tape	02 43 923	Seal 9000 ABS ECU	
Loctite 609	02 06 037	Ign. rotor; Ft. wheel hub installation, 9000	10 ml
Locquic Primer "T"	02 06 045	Front wheel hub installation, 9000	170 g
White Grease	00 26 575	Rubber Bushings (Sway bar)	10 g tube No marking on tube
Combi-Patch Kit	02 49 045	Radial tire repair	
- Kit Refills	02 49 052	Radial tire repair	
- Vulcanizing Fluid Refill	02 49 060	Radial tire repair	
Gleitmo 300	30 08 604	Lube passive seat belt transport mechanism	300 ml spray can
Molykote 7348	30 20 450	Lube sunroof runners	100 g tube
Windshield Adhesive Kit	30 07 119	9000, Convertible	
- Cleaning Fluid	--		30 ml
- Primer	--		30 ml
- Adhesive	30 16 045	Extra adhesive	300 ml tube (caulking gun)
1990 900 Windshield Installation Requirements		1990 900 Windshield Installation (exc. CV)	
- Bayol 82 Oil	30 18 637		1 liter bottle
- Teroson 7390	30 18 645		300 ml tube (caulking gun)
- Bostik 1590	30 16 052		300 ml tube (caulking gun)
Butyl Tape	92 88 127	Water leakage repairs	30" roll
Sikaflex 255	30 07 127	Convertbl, Lock endcap	310 ml tube
3M Weatherstrip Adhesive	30 08 075	Convertible top	5 oz. tube
Loctite 496	30 07 226	Vinyl bonding	20 g bottle
Tie Strap	79 71 898	Convertible rear qtr. window seal, gen'l use	2 pack (15 1/4") 100 pack (15 1/4") (13 1/2")
Nylon tie straps	02 80 156		
Tie strap	79 71 906		
Felt tape	96 98 846	Noise complaints	18 ft. roll, 1.5mm thick
Felt pads	02 43 170	Radio support pads	1 pkg. has pads for two cars

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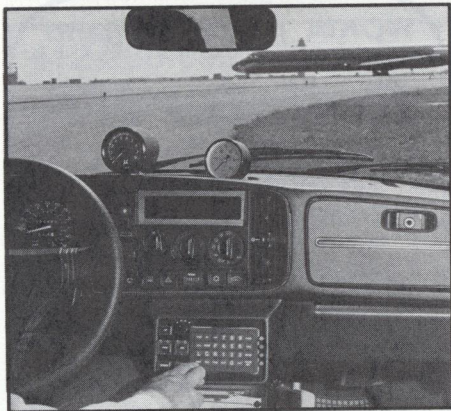
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Dallas-Ft. Worth and San Francisco Airports get Saab Friction Testers

W.O. Bankston Lincoln/Mercury-Saab, Inc. in Dallas, Texas, recently delivered a Saab Friction Tester to Dallas-Ft. Worth International Airport to measure runway friction for safer landings and takeoffs. Burlingame Saab in San Mateo, California, delivered a similar unit to San Francisco International Airport.

"The Saab Friction Tester looks and drives like a standard Saab 900," said Saab Dealer Principal Kjell Qvale of Burlingame Saab, "though in fact," he continued, "it is mechanically very different."

In today's environment of more crowded airport conditions, airport managers must keep ahead of the potential for deteriorating runway conditions during all kinds of weather. The Saab Friction Tester measures the friction coefficient of the runway surface with the help of a hydraulically-actuated fifth wheel and advanced electronic measuring devices. The Saab-designed equipment is compact and occupies little space in the car. By having the equipment self-contained in a high-performance car, the Friction Tester closely matches the runway speeds and conditions of commercial aircraft during landing and take-off maneuvers.

The measuring equipment is controlled from a console within reach of the driver's seat. Friction readings are then processed by an on-board computer, which displays the data on a screen while a printer graphically draws the results. By tracking the changes in runway friction co-efficient overtime, airport managers are able to plan and take corrective action before friction values deteriorate to unsafe levels and develop trend history.

Saab Friction Testers are in use at twenty airports throughout the United States.

SAAB NEWS

Saab "Calibra", the Next Chapter

According to a front page story in the June 25 edition of *Automotive News*, executives at Opel would like to sell the new Calibra coupe in the United States, through Saab dealers. Louis Hughes, chairman of Adam Opel AG, says the company expects to sell out the 20,000 Calibras it will make this year, all in Europe. When Opel begins using the Saab-Valmet factory in Uusikaupunki next spring, production capacity will rise to 60,000 units.

"We are looking at some other countries to export it to outside Europe," said Hughes. "We're looking at North America, Japan, Australia. But right now we're concentrating on Europe because the demand is so strong."

General Motors has no plans to set up a network to sell Opel models in the U. S. "Certainly, we'll use Saab as our connection to the U.S.," Hughes said.

Saab-Scania of America has held clinics to study the possibility of offering a Saab coupe, with a rebadged Calibra coupe as a model (see June 1990 NINES, page 8). Saab Automobile has made no decision on whether such a car would be sold in the U.S.

"We can't speak to the comments made by the chairman of Opel," said Steven Rossi, Public Relations Manager for Saab-Scania of America. "We have repeatedly said we would not rebadge an existing GM model and call it a Saab. That still holds true."

There are those within the Saab organization who believe a rebadged Opel coupe could damage Saab's image, that of building safety oriented performance cars. Others say it is necessary to get a new model into Saab dealerships as soon as possible to help revive sagging sales.

Saab offers Leasing incentives on '90 models

Saab-Scania of America is offering special incentives to lease a 1990 Saab. Under the Saab-Lease program, instituted through Saab-Scania Financial Services Corp., a 900S can be leased for \$299 a month, while a 9000S works out to \$399 a month. The leasing plans require no money down, and are 48 months duration. See a Saab dealer for further details.

Traction Control to go into production

Saab 9000 Turbos equipped with an anti-slip Traction Control System (TCS) will go into regular production sometime soon. The system was designed in conjunction with Alfred Teves AG (ATE) for the ABS + 3 tri-circuit braking system. It will be the first such system for a front-wheel drive car. Traction control helps to eliminate wheelspin much like anti-lock brakes (ABS) help eliminate skidding. (See NINES, March 1989, pg.16.)

9000s equipped with TCS will be available first in the European market. It is not known when traction control Saabs will go on sale in the U.S. and Canada.

Taiwan Police opt for Saab

52 gaily-striped Saab 900i and Turbo cars have now been plying the streets and roads of Taiwan for a number of years. They belong to the Taiwanese police authority that has previously generally used domestic cars manufactured under license.

Saab has also received an additional order for 23 Saab 900 cars, and discussions are afoot with the Taiwanese police concerning a possible order for Saab 9000s.



SAAB NEWS is compiled from news releases issued by Saab-Scania of America, Inc., and from articles published in automotive magazines.

Saab relocates Western Region Office

The Western Region office of Saab-Scania of America, Inc., has been moved to Union City, California, a suburb of San Francisco. The region serves as a business unit offering respective Saab dealers sales, service, and parts support.

According to Carmen A. Gautille, western regional vice president, "Saab's move to the center of the California coast will allow us to more effectively support the 68 dealers who are situated in the western portion of the United States." Saab's Western Region encompasses the states of Washington, Oregon, Montana, Idaho, Wyoming, California, Nevada, Utah, Arizona, Colorado, and portions of New Mexico, Texas, and South Dakota.

Saab established a presence in California during the 1960s when it opened its first regional office in the Los Angeles area.

Saab's new Western Region office is located at 30000 Eigenbrodt Way, Union City, California 94587. The phone number is 415/429-0388.

Additions to Classic SAAB Fleet

A pre-production Saab 900 Convertible has joined the stable of other famous Saabs in the Orange, Connecticut, headquarters of Saab-Scania of America, Inc. The Turbo convertible, officially the only red 1986 model, had been in the possession of ASC, who helped in designing the "drophead" Saab. The final convertible top development was done on this vehicle.

Another classic SAAB has recently returned from Sweden. A silver Sonett-II, #197 of 258 two-stroke Sonetts built, underwent restoration at the Saab Museum's shop in Trollhattan.

Other "museum" cars at Saab HQ:

- 1951 SAAB 92 Deluxe #1837
- 1956 Sonett Super Sport (#2 of 6 built)
- Quantum/SAAB Formula "S" race car
- 1986 SAAB 9000 Turbo, "Long Run" #3
- Barber SAAB formula race car

New format for Saab Soundings

Saab's magazine for SAAB owners, *Saab Soundings*, will be going to a larger format with its next issue. For many years *Soundings* has been 5½ by 8½; it will now be magazine sized, 8½ by 11. The first issue in the new format will be available in July.

Soundings is mailed to 230,000 Saab owners. Karin Nobile of Saab's public relations staff is the editor of *Saab Soundings*.

NEW PRODUCTS!

Just in from Germany! New **WOOD TRIM KITS** for the 9000 at a very low price! The kit does the entire dashboard and center console to back behind the parking brake handle, plus the passenger side A/C outlet trim. The wood is applied with a special adhesive, so no drilling is necessary. The entire set is **introductory priced at just \$699**. A similar system should be available for the 900 in August! This is a beautiful package and a great price. Upgrade the elegance of your 9000 now. You spend a lot of time in your car, **ENJOY IT!**

By the time you read this our **SPORT EXHAUST** for the 900T should be available. We expect the final price to be \$275 for the complete system, from the converter back. Also, due to your many requests, our **SPORT EXHAUST for the Non-Turbocharged 900s** will also be available! This complete system is priced at just \$245 with a plain tip or \$285 with a dual chrome tip. **More Power, Better Mileage, Sportier Sound and Nicer Appearance !!**

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"We Don't Make Compromises..."

Saab-Scania of America has announced an aggressive new advertising campaign and corporate theme, and asks consumers not to compromise an individual product virtue for the sake of another.

The campaign focuses on the ability of the Saab 9000 to deliver a variety of attributes commonly considered to be mutually exclusive in competitive sports sedans -- performance, practicality, safety and value. The campaign also launches Saab's new corporate theme, or tagline, which epitomizes Saab's forty year engineering heritage: "We don't make compromises. We make Saabs."

The advertising effort will include a bold mix of television, print and radio messages. In the first television spot, the virtues that a car owner must have -- carrying capacity, for example -- are juxtaposed against the virtues that a driver really wants -- such as a fun-to-drive, sporty character. The message then demonstrates how the Saab 9000 satisfies these demands without compromise through a series of "have to" versus "want to" scenarios.

A second television spot portrays a spirited European auto rally, in which competitors are battling over a demanding, backwoods course, burrowing and splashing through the "historic spawning ground for Saabs." A Saab 9000 driver comes upon the race in progress and inadvertently enters it. For a few brief moments, the driver is rallying through special stages over the rough terrain. He then leaves the fray to continue home, where he and his family casually unload the sofa he had been carrying in his Saab 9000S all along. The commercial closes with the observation that "Passionate drivers don't just run races, sometimes they run errands."

Print messages will further promote Saab's no compromise contention. "It's not just the newest Saab. It's the latest setback for the spirit of compromise," is one headline which will develop the

Most Affordable Import

Never before have there been so many automotive nameplates in America from which to choose, making the consumer's quest to find the most affordable car which offers the greatest value a lot tougher.

Saab, the Swedish manufacturer of front-wheel drive 9000 and 900 passenger cars, has always let its steadfast commitment to safety and performance guide the design, engineering, and manufacture of its automobiles. As a result, every 1990 Saab sold in America is equipped with a driver's-side air bag (Supplemental Restraint System) and Saab's patented anti-lock brake system (ABS) as standard equipment, making the Saab 900 the most affordable car imported into the United States to have such active and passive safety features as standard equipment. The fully-equipped Saab 900 three-door hatchback also includes air conditioning, central locking, an 80-watt anti-theft AM/FM cassette, and has a manufacturer's suggested retail price of \$16,995.

The insurance industry's Highway Loss Data Institute (HLDI), which accumulates and analyzes the actual loss experience claims of most American insurance companies, has determined that the Saab 900 has the lowest Overall Injury experience -- in both the Two-Door and Four-Door categories for small cars for the last two consecutive years. Additionally, HLDI cited that the Saab 900 hatchback has the best rating in Small Car Severe Injury experience, and Saab's flagship 9000 has the

lowest Overall Injury experience in the Mid-Size Sports and Specialty model category.

In Saab's homeland of Sweden, the Folksam Insurance Company, the country's largest motor vehicle underwriter, supports recent HLDI safety findings. Folksam recently awarded the Saab 9000 Sweden's "Safe Car" prize after studying 900,000 road accidents. Based on in-use performance, the Saab 9000 received the highest safety rating in Folksam's recently published report, "Safe and Dangerous 1989-1990 Cars." Folksam studied more than 50 new car models and assessed their ability to protect both driver and passengers from injury during collisions. The in-use results showed that the Saab 9000 is at least twice as safe as the average car in its weight class and three times as safe as the average of all four weight classes considered.

Since all 1990 9000 and 900 models are equipped with a driver's side air bag and anti-lock brakes as standard equipment, Saab not only offers significant advantages in occupant protection, but in many cases, a 1990 Saab may also yield medical or personal injury discounts from leading auto insurers. According to the Insurance Institute for Highway Safety (IIHS), an independent, non-profit, educational organization dedicated to reducing the losses from collisions on our nation's highways, insurance discounts vary from region to region and generally differ among urban areas and age groups.

theme of the multi-dimensionality, or flexibility, of the 9000 car family. This advertisement will be followed by another print ad headlined, "It was the spirit of compromise vs. the spirit of Saab. Compromise lost." This message addresses why the 9000S was designed "not for niches, but needs -- the needs of human beings unwilling to settle for something one or more dimensions short of a complete car."

Radio commercials will parallel television and print messages, and will run on a cooperative basis by Saab's 363

nationwide dealer network.

The campaign will cater to both the Saab 9000 and 900 series, and the no compromise philosophy will be incorporated in Saab's collateral material as well, which includes sales brochures and other promotional literature. The campaign was prepared by Saab-Scania of America's newly appointed advertising agency, Angotti, Thomas, Hedge, Inc., New York, New York.

The tagline "The Most Intelligent Cars Ever Built", part of Saab advertising for twelve years, has been dropped.

Bob Sinclair offers driving tips for teens

To many, July is often synonymous with outdoor fun, but on our nation's highways July is recognized as the month when teenage drivers are most involved in collisions that often prove fatal -- many the result of combined drinking with driving.

In 1988, for example, teenagers comprised 10 percent of the U.S. population and were associated with 15 percent of all motor vehicle related deaths. Throughout the nation, a total of 7,244 teenagers died from injuries sustained in automotive collisions in 1988.

"Every parent whose child will sooner or later get behind the wheel has no doubt been concerned about that child's safety, and has wondered what more than urging 'be careful' could be done," said Robert J. Sinclair, president of Saab-Scania of America, Inc. "Saab's steadfast commitment to safety," he added, "is the reason why every 1990 Saab sold in America is equipped with a driver's-side air bag (Supplemental Restraint System) and Saab's patented anti-lock brakes (ABS) as standard equipment."

Sinclair continued, "As a parent of six, I realize that safety is ultimately up to the individual teenager, but there are some precautions a parent can take to encourage a teen to drive safely:"

- Impress upon your child that although driving is an enjoyable experience, it is also a very serious responsibility. Lives depend on the skill and the behavior of the driver.
- Before every drive, the driver should perform this all-important ritual: Fasten safety belt (and encourage all passengers to do the same), position the driver's seat for most comfortable seating posture, and adjust all mirrors for the most complete side- and rear-view visibility. Also make sure the head restraint is properly adjusted. The vehicle Owner's Manual should be consulted for specific details.
- Never follow too closely in case a quick braking action is needed. Don't slam on the brakes; rather squeeze the brake pedal with your foot in a firm, controlled movement.
- Be on the lookout for developing situations in traffic at least 10 seconds ahead of your position.
- A driver's eyes should always be scanning, from the car ahead to the traffic 10 seconds ahead, to all mirrors, to the speedometer. A scanning rotation of every seven seconds is considered to be a safe rate.
- Be prepared for emergency maneuvers. A driver should always be selecting escape routes in case something immediate happens in traffic ahead. It may be a break in traffic, an off-ramp, a wide median, or the road's shoulder.
- Never use cruise control when road conditions are slippery.
- Do not speed or take chances unnecessarily. Sudden actions should be avoided.
- As an ounce of prevention, equip the car with emergency aids: Warning triangles, a First Aid Kit, a tow line, and a spare bulb kit. All are available at any Saab dealership.
- Familiarize the teen with the location of the spare tire and tool kit, which in Saab 9000 and 900 passenger cars are both secured and concealed in the trunk. Some advice on how to safely change a tire, or how to get one changed, can also go a long way toward ensuring your child's safety. The vehicle Owner's Manual should also be referred to as well for proper instructions.
- Remember also that a vehicle properly maintained according to the manufacturer's prescribed service intervals, helps to ensure occupants' safety.
- NEVER DRINK ALCOHOL AND DRIVE! The two don't mix and frequently lead to injury or death for the driver, passengers, or pedestrians.

Some Staggering Statistics:

- A young person under the legal drinking age remains nearly twice as likely to be involved in an alcohol-related motor vehicle fatality as an adult over 21.
- Males 18 to 19 are involved in more vehicle-related deaths than any other group.
- About half of all teenage motor vehicle deaths occur at night -- between 9:00 p.m. and 6:00 a.m. (The 9:00 p.m. to midnight period is the most dangerous.)
- About 58 percent of all teenage motor vehicle deaths occur Friday thru Sunday.
- Some 61 percent of all teenage passenger deaths occur in crashes in which another teenager is driving.
- According to Mothers Against Drunk Driving (MADD), children and adolescents are more susceptible to liquor than are adults, since their bodies are smaller and cannot break down alcohol as well.

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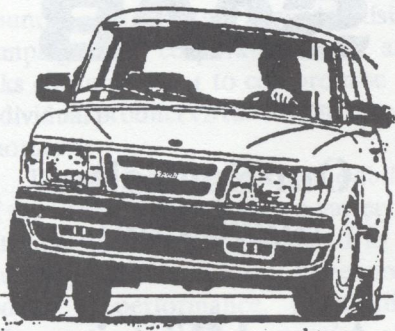
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ROADSPORT

What year is it?

Ever wonder whether the SAAB you were looking to purchase is the year advertised? How could someone offer a 1961 93? Is it a 1960 model, or is it really a '61 96?

The best way is to check the serial number. As a service to SAAB Club members, here is a list of serial numbers, by model year, for early SAABs:

Year	Model	Serial numbers
1950	92	1 - 700
1951	92	701 - 1469
1952	92	1470 - 5300
1953	92B	5301 - 8000
1954	92B	8001 - 12000
1955	92B	12001 - 19625
1956	92B	19626 - 20132
1956	93	25001 - 30060
1957	93	30061 - 36750
1958	93B	36751 - 49800
1958	First GT 750	43269
1959	93B (incl. GT 750)	49801 - 66580
1960	93F (incl. GT 750)	66581 - 77722
1959	95 (type A)	1 - 40
1960	95 (type A)	41 - 1700
1961	95 (type B)	1701 - 3684
1961	First 95 built in Trollhattan	3131
1962	95	3685 - 6623
1963	95	6624 - 10800
1963	First 95 w/right-hand drive	6624
1964	95	10801 - 15096
1965	95	23101 - 28701
1966	95	30001 - 37309
1967	95 (2-stroke & V4)	42001 - 50197
1968	95 (2-stroke & V4)	52001 - 62059
1969	95 V4	65001 - 74986
1960	96	100001 - 112500
1960	First 96 w/RHD	105708
1961	96	112501 - 139600
1962	96	139601 - 168000
1962	First Saab Sport*	159985
1963	96	168001 - 201400
1964	96	201401 - 238225
1965	96	310001 - 349693
1965	First Sport w/RHD	310001
1966	96	370001 - 400759
1967	96 (2-stroke & V4)	420001-458526
1968	96 (2-stroke & V4)	470001-507018
1969	96 V4	520001 - 552859

* In the United States, the Saab Sport was sold as the GT-850 in 1962-64, and the Monte Carlo 850 from 1965 on.

1966	97 "Sonett II" (2-stroke)	1 - 28
1967	97 "Sonett II" (2-stroke)	29 - 258
1967	97 "Sonett V4"	259 - 328
1968	97 "Sonett V4"	329 - 1228
1969	97 "Sonett V4"	1229 - 1868
1970	97 "Sonett III"	70500001-70500303
1971	97 "Sonett III"	71500001-71501265
1969	99	99.001001-99.014259
1970	99	99.020001-99.043053
	Finland mfr.	90600001-90601640
1971	99	99.050001-99.075331
	Finland mfr.	91600001-91606152

From 1972 through 1980, Saab used an easily decipherable chassis number. The eleven digit number gave the model, year, assembly plant and serial number.

Vehicle Type: First two digits

95, 96, 97 (Sonett), 99, or 90 (900)

Model Year: Third and fourth digits

Assembly plant: Fifth digit

1 = Trollhattan Line 1

2 = Trollhattan Line 2

3 = Arlöv, Sweden (96, 99 prod.)

5 = Arlöv, Sweden (97 production)

6 = Finland

7 = Belgium

Serial #: Sixth thru eleventh digits.

For example: 99782000001 would be the first 1978 model year 99 built on line 2 in Trollhattan.

Beginning with 1981 production, Saab used a 17-digit Vehicle Identification Number (VIN). The first three digits, "YS3" indicate the car was built by Saab-Scania.

The fourth digit indicates product line;
A = 900, C = 9000

The fifth digit is trim/model level.

The sixth digit is body type.

The seventh digit indicates gearbox.

Eighth digit is engine and fuel system.

An "X" or check digit (0-9) is ninth.

Tenth is the year designator; B = '81,

C = '82, D = '83, E = '84, F = '85,

G = '86, H = '87, J = '88, K = '89,

L = 1990.

Digit eleven indicates assembly line.

1 = Line A, Trollhattan

2 = Line B, Trollhattan

3 = Arlöv, Sweden

5 = Malmo, Sweden (900 prod.)

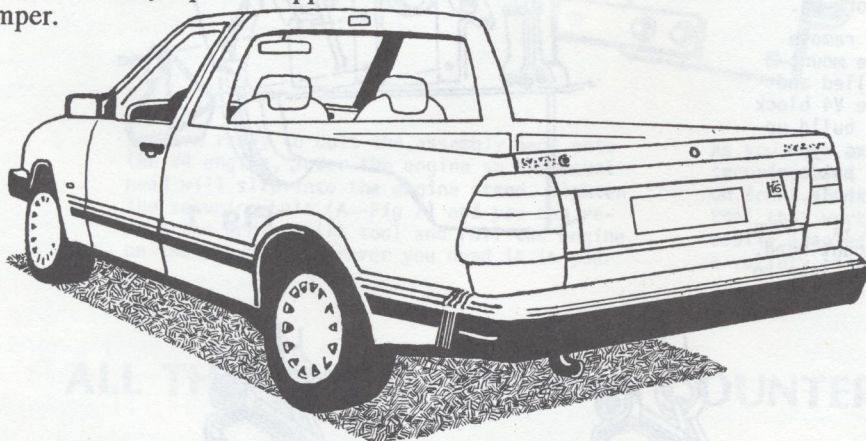
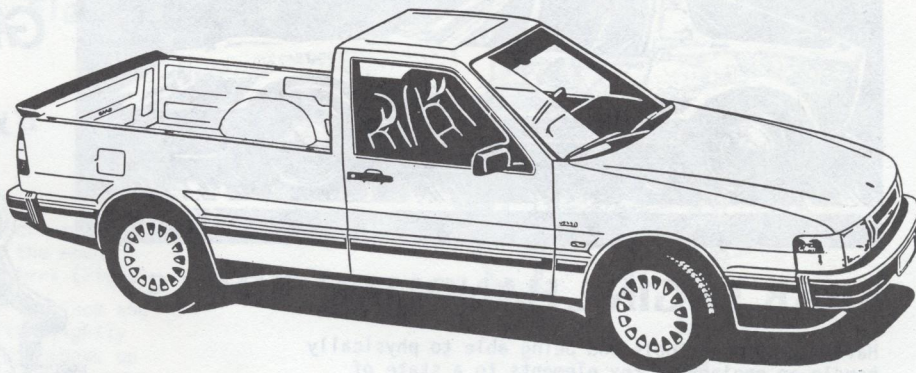
7 = Finland

The final six digits are the vehicle's serial number.

Saab Model Line Picks Up

The truck continues to be one of the most popular vehicles sold in America, accounting for nearly 30 percent of new vehicles sold. A pickup truck is a logical extension of the 9000 body as very few modifications are needed.

The 9000GTU (General Transport Utility) is just the thing for the suburbanite who doesn't want the harsh ride of a truck, prefers to own a luxury vehicle, yet wants to be able to haul a load of lumber or several trees without the hassle of leaving the hatch or sunroof open. Versatility can be added with different optional toppers, from a simple hatch or station wagon style (such as the Nissan Pulsar used to offer) all the way up to a Toppola camper.

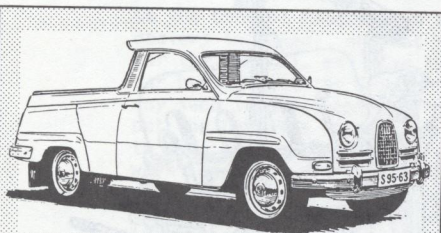


Standard Features:

- Way over 56 cubic feet of cargo space.
- Low liftover height.
- Flip up sunroof.
- Rear window retracts electrically.
- ABS+3 to keep tail of vehicle in check.
- Bedliner of durable skinplate.
- Lotus-tuned suspension.

Optional Features:

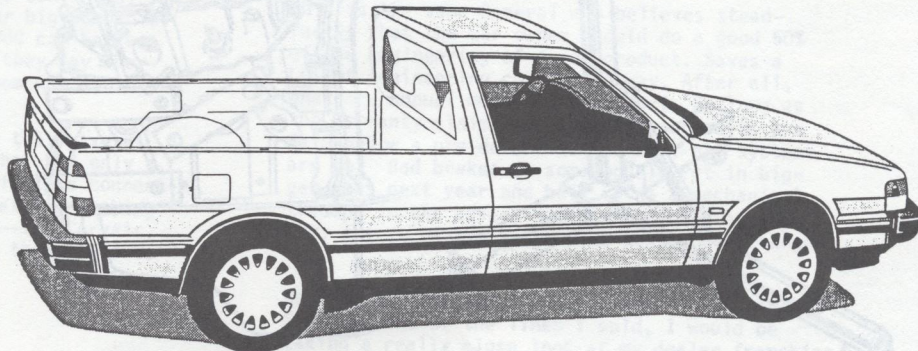
- Bed illumination and fog lights.
- Leather tonneau cover.
- Cargo area rear facing seats (for the "brats").
- "Thule Box" fiberglass topper.
- Clear coat metallic paint.
- Scania turbo diesel power for fleet buyers.



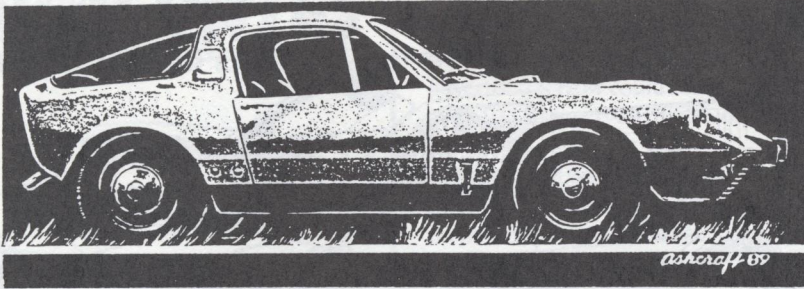
The first SAAB pickup was this 95 based model. It was produced in very limited numbers, and is quite rare today (possibly non-existent).

Original versions were powered by the "mighty three", with only a few V4 versions built.

The first pickups made excellent SAAB dealer parts runners. They were particularly suited to move large, bulky items such as dealer showroom potted plants, and 99 headliners back from the upholsterer.



From the fertile minds of Andy Saksa and Rudy Zwiebel, as originally published in *The SAAB Sport*, Milwaukee SAAB Club.



SHIFTIN' GEARS

By Jack Ashcraft

SAAB ENGINE HANDLING TOOLS

Having the right tools and being able to physically handle an engine are key elements to a state of mind that will go a long way towards getting an excellent overhaul job done on it.

The engine lift tool, shown here in Fig 1 (and described and dimensioned in my book, SONETT SOURCES, if you want to build one) and a good, solid engine stand are the tools it takes to properly handle either the V4 or the 99-900 inline engines. In either case, the engines are supported from the side --not the end--which makes them easy to work on.

With the engine hanging on the lift tool, remove the left engine mount bracket. You will be mounting the engine by using the three pre-drilled and tapped holes shown on the left side of the V4 block (Fig 1). Clean up the threads (there is a build up of grease and dirt there from over 20 years, you know) with a 10mm x 1.5mm metric tap, and put a drop or two of oil on the threads in each hole.

Your average, garden-variety engine stand is shown in Fig 2. Remove the four legs from the mount head. Using 10mm x 1.5mm x 40mm bolts, attach the legs to the engine block as shown (Fig 3).

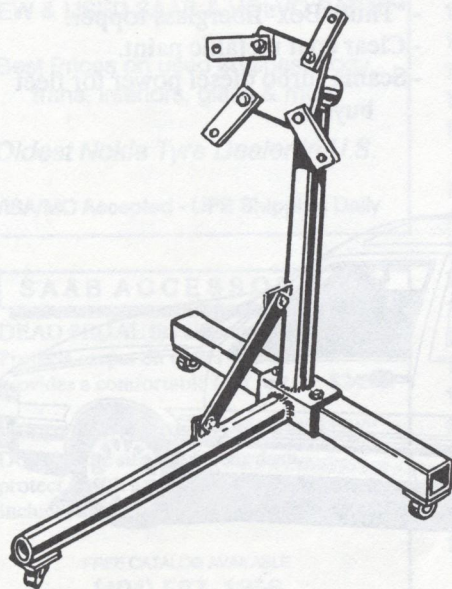
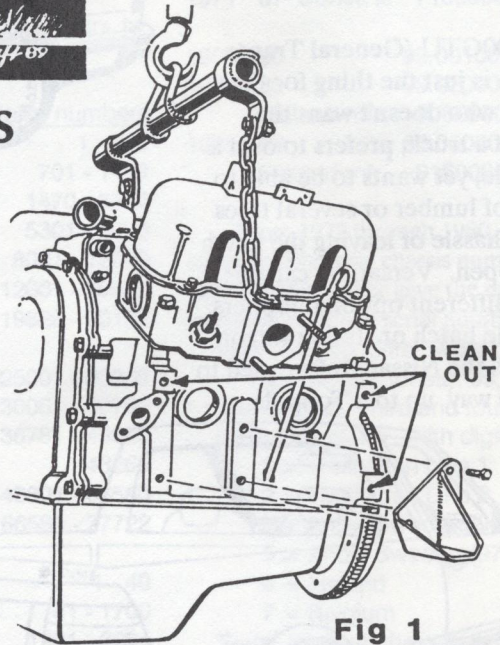


Fig 2

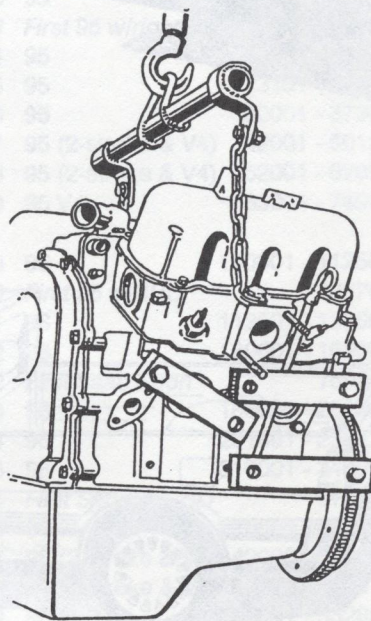


Fig 3

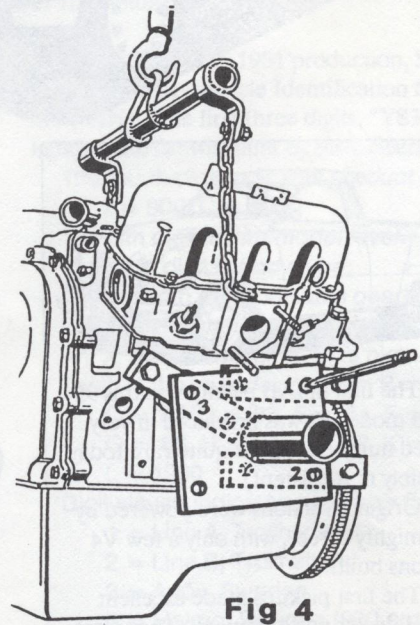


Fig 4

Hold the mount head up against the legs, get things more or less centered, and mark the legs for drilling at points 1, 2 and 3 (Fig 4). Set aside the

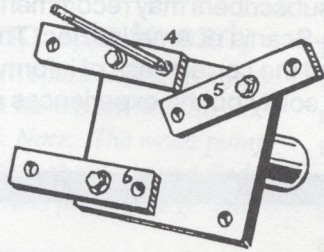


Fig 5

mount head, remove the legs, center punch and drill them with 3/8" holes. Now bolt them to the mount head with 3/8" bolts, nuts and lock washers (Fig 5).

Fit the head assembly back against the V4 block and bolt it to the block, With all six bolts slightly loose, move the head around until it just snugs up under the lower stud for the exhaust manifold mounting. Now tighten the six bolts, remove the assembly mark and center punch and drill the three holes in the mount head (Numbers 4,5 & 6, Fig 5). Hole 5 will be drilled through both the leg and the mount head. Drill these holes 3/8" also and then install 3/8" nuts, bolts and lock washers and tighten everything (Fig 6).

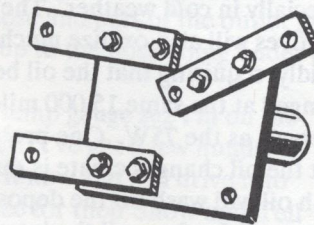


Fig 7

You are ready to bolt the assembly back onto the V4 engine, lower the engine so the mount head will slip into the engine stand. Tighten the securing bolt (A--Fig 7) and you can remove the engine lift tool and roll the engine on the stand to wherever you need it in your shop.

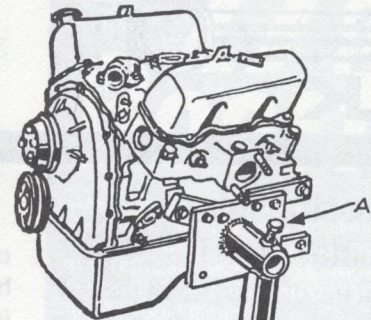
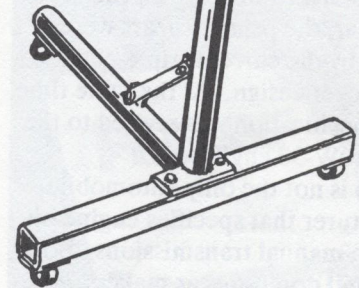


Fig 6



As you work on the engine, you can loosen the securing bolt and rotate the engine to work on front, back, top or bottom. This is a good tool that works very well on the V4 and is easily adapted to work on the 99 and 900 and a variety of other 4 cylinder engines as well.

ALL THE GENERAL'S BEAN COUNTERS...

So the General closed down the 32 or so Saab dealers in Canada, eh? Not profitable enough for the General, eh? Can the USA dealers be far behind? Oh, the General vehemently denies any such idea but the same bean counters who put the Canadian DIS-connection together have to have the same ideas about the USA. Also, when somebody--and in particular big companies--strenuously deny something, you can believe they are about to do just what they say they aren't going to do. Somebody, somewhere, is gonna get it shoved to 'em.

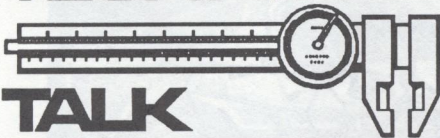
I mean this is the same General that gave us the Stovebolt Six--the engine that had only a splash and splatter oil system for the connecting rods until 1954, the greatest oil leaking engine the world has ever known--the Corvair, that dynamite, star-studded car that lined so

many highways--the Vega, and last but not least that bean counter triumph--the 350 Diesel made from a gas 350 V8. All these losers were spawned when bean counters bought some pinhead engineer's kooky scheme that sounded like it would save the General a few bucks per unit.

This is the same General who believes steadfastly that the car owner should do a good 50% of the engineering of a new product. Saves a LOT of engineering costs that way. After all, what are annual model changes for? So long as the warranty claims and class action suits are held below a pre-determined number, all systems are go! Bad brakes on some model? Put in bigger ones next year and hail it as a mechanical triumph in the advertisements! Doors falling off? Put in bigger hinge pins next model change!

No, sports fans, if I owned a car dealership and Saab was one of the lines I sold, I would be taking a really close look at my dealer franchise agreement and playing a lot of extra rounds of golf with my attorney. Because the General's bean counters are having a field day in virgin territory--working over the new Swedish model they just acquired.

TECHNICAL TALK



Technical articles written by subscribers may recommend procedures or parts not approved by Saab-Scania of America, Inc. The SAAB Club and NINES cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

Transmission lube: The Official Word

Back in the old days when the 99s used gears for the primary drive, EP 75 oil was specified for use in Saab transmissions. Starting with the 1978 model year, the primary gears were replaced by the current triple-chain and sprocket design. At the same time the oil specification was revised to the current 10W-30 engine oil.

Saab is not the only automobile manufacturer that specifies engine oil for use in manual transmissions. Both foreign and domestic car makers, including Honda, Acura, Peugeot, Sterling, and Chrysler also specify engine oil. Some makes even specify automatic transmission fluid!

The type of oil that is used is dependent upon the design of the gearbox regarding gear tooth profile, synchronizers, bearing loads, and final drive arrangement. Before any lubricant can be specified it must undergo extensive laboratory and field testing to ensure that it will fulfill all of the necessary requirements. Since Saab gearboxes do not use hypoid gears in the final drive, it is not necessary to use a gear lube containing the extreme pressure (EP) additives. 10W-30 engine oil provides adequate lubrication as well as improved gear shift quality. It has the additional advantage of longer life since the additives do not break down as rapidly, it is more heat resistant, the detergents and emulsifiers are better able to hold wear particles in suspension, it is readily available in all areas, and the cost is much less from a production and maintenance standpoint. All-in-all, engine oil works very well and is in many ways superior to the EP 75W.

Can 75W-90 be used as a substitute for the straight 75W? Yes, it can, but with some reservations. It is equal in viscosity to the 10W-30 but the EP additives will counteract the braking function of the synchronizers and result in more difficult shifting, especially in cold weather. The additives will also oxidize much more rapidly, requiring that the oil be changed at the same 15,000 mile intervals as the 75W. One problem that the oil changes create is that the fresh oil will wash off the deposits of wear particles from all the internal surfaces. These particles then flow through the lubrication passages to the bearings, resulting in contamination and failure.

Another point I'd like to address is the use of synthetic oils and oil supplements. Synthetic oils have been tested by the factory without much success. They have not been found to increase the life of the gearbox but have, in fact, actually caused premature deterioration and failure of the various seals. Because of this we cannot recommend using synthetic oils in our gearboxes. This also applies to the various oil additives that are available on the market. As long as you use a good quality motor oil from a reputable supplier, these extra additives are unnecessary and a waste of money.

The pricing of our 75W gear oil is admittedly rather high, but we carry it in bulk containers mainly as a backup supply for our dealers. I'm sure you can also appreciate the fact that since the 75W has limited applications in the market, the cost for producing relatively small volumes of the oil translates into higher relative prices.

We sell Castrol EP 75W in 35-pound (5 gallon) cans, P/N 99 00 754, at a suggested retail price of \$73.10. Club members may want to consider getting together to purchase a can and split it up amongst themselves. By doing this the cost for the 3 quarts required for a gearbox oil change would be approximately \$11.00.

Saab is constantly striving to improve its product quality, durability, maintenance costs, and customer satisfaction. Concerning manual transmissions, numerous steps have been taken in recent years to improve such things as gear selector function, bearing wear, leakage resistance, gear durability, noise level, etc. The 1989 model year brought major improvements for the 900 5-speed including larger pinion bearings, reinforced gears, improved gaskets, and more. More recently, a revised differential cover has been introduced which contains a mesh filter for removing any solid contaminants from the oil. The drain plug still contains a magnet for attracting and holding any ferrous wear particles.

Many improvements are retrofitable to earlier gearboxes. They are often handled automatically through our spare parts system by discontinuing the old version and superseding it with the newer, improved style. The specifications for our rebuilding programs are also updated regularly to include any applicable changes for improved product quality. All of this is done to provide our customers with the highest quality products possible.

Lyle Kloke
Product Evaluation Specialist
Saab-Scania of America, Inc
Orange, CT.

Adapting a two-stroke water pump, late to early

Due to zero spare fan-shaft engine water pumps, I have been seeking an alternate. (Ed. Note: The water pump on the earlier "fan-shaft" three-cylinder engines, 1956-64, is part of the generator.)

I pulled the pump out of a 1965 engine and found that placing it against the wider '65 generator bracket there was room for two mounting bolts and the pulleys lined up. I drilled out the two 1/4" tapped holes in the housing to 5/16". Then I ground about one-third off the heads of two 5/16" cap screws until they form-fit the housing and passed through the housing, backing plate and generator bracket. The housing was rotated to point the inlet/outlet pipes at the right fender. Eyeballing the generator bracket for best position, I marked the bracket for the 5/16" holes. Grinding about 1/8" off the radius of the aluminum generator mount helped.

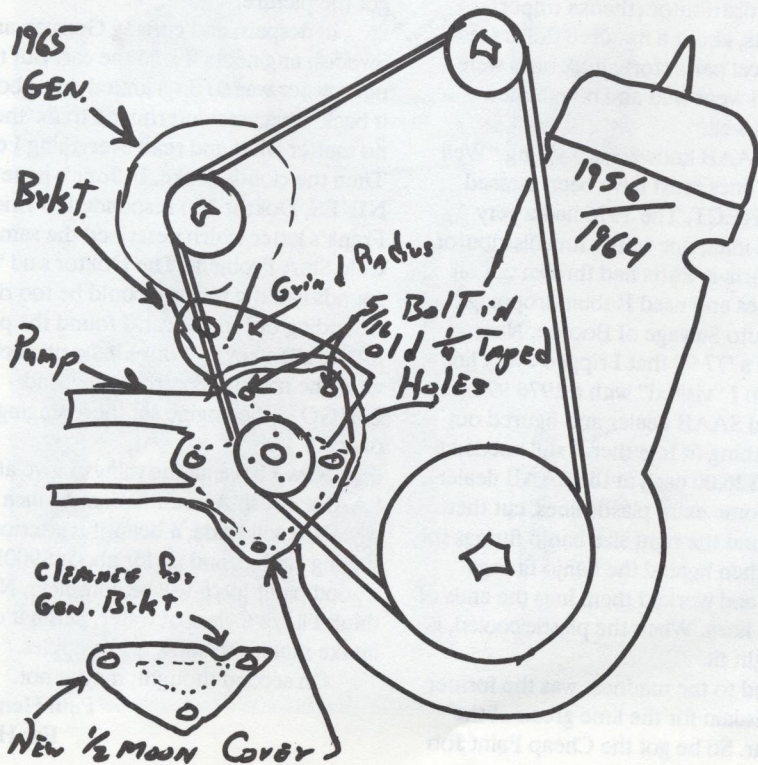
I used a triangle shaped plate to cover the half moon opening and

drilled it to match the three holes in the housing that originally held it to the head. The design of the plate was to get as much coverage of the opening as possible; kinda cut to fit and grind to match. Some 1/32" gasket material was utilized along with some "blue snot" for sealer, three more 5/16" bolts and everything was tightened nice and even.

The next problem was getting hoses to fit. I used a 1" to 1/2" reducer of copper water pipe (the O.D. size is about 1-1/8" by 5/8" and will mate the '65 radiator hose with the 3/4" radiator hose used on pre-'65 engines. I used the '65 hose and part of the outlet pipe to hook up to the hose going under the engine.

The temp gauge sez I'm on the right track. I've got a few hundred miles on it now and will drive it to Milwaukee for their Show-and-Tell meeting the end of June. If it hangs together, you'll see me and Sadie in Massachusettes in August.

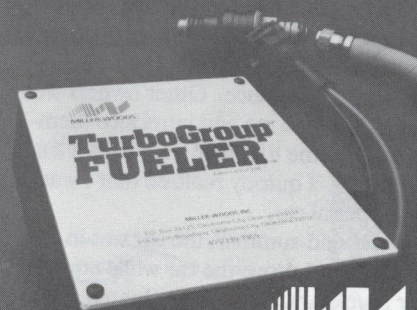
Larry "Stroker" Williams
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Resurrecting a 99

Tim Winker's article about "Recycling a SAAB" reminded me that I've never bought a new SAAB or even a decently running one, yet I've been driving them for 11 years. In 1976, my high school girlfriend's father gave me my first SAAB, a 1968 96 V-4 Deluxe with no working lights, bad brakes, a plywood rear side window, no gas cap, and a rag stuck where the oil cap should have been. The 1.5 liter engine ran okay considering he had never tuned up the car since he bought it new.

The car occupied my folks garage for a summer while I learned what a wiring diagram is, and, when buying parts, I learned that SAAB owners had a SAAB network in existence. Other owners would just walk up to me and introduce themselves, give me tips, invite me over if I had problems. I quickly realized that I was fixing up a special car.

By mid-summer, the car was in running shape, and I drove the car while at college for four years. When I graduated, I went upscale and bought a 1972 96. The fit and finish of that car was extraordinary, but its engine immediately died, so I replaced it with the engine from the '68 Deluxe. I sold the '72 six years later, and the engine still ran so smoothly, you could place a glass of water on the air cleaner and barely see a ripple.

With no SAAB for about three years (driving a Ford truck) I received the itch again, this time for a duck-tail notchback two door 99 with those very pretty dual round headlights. The model and year also appealed to me because it has points, a simple fuel injection system, a fairly simple electrical system, and no APC, AIC, ACC, etc., whatever those are. After a long period of looking, I came upon a basket case, a 1976 99 GL that didn't run, limp, or crawl, and that the owner was going to send to the junk yard that week. I decided to take a shot at "recycling" it. So, for a modest payment (and after setting the point's gap), I drove the stumbling car away (by some miracle it "ran", I guess it wanted to get away from the former owner).

The former owner believed Parts-are-Parts, as I found out over and over again. In a vain attempt to fix the engine's no start, no power problems, he had replaced EVERY part of the BOSCH CIS fuel injection with parts from other cars. The airflow assembly had the VW and Audi olympic symbol on it,



as well as the thermo time switch, pressure regulator, and aux. air regulator. The fuel pump was a Datsun number clamped and wired together to fit into the SAAB's gas tank. The injectors had the wrong Bosch part number. The spark plugs were of an incorrect heat rating, the plug wires were each about a foot too long. Thankfully, the former owner saved most of the parts he had replaced, but I had to buy a set of plugs and wires, a new fuel pump, a pressure regulator (the original culprit of all the former owner's problems), and a mucho bucko fuel distributor (thanks Import Motor Parts, about a hundred dollars less than the local parts store; junk ones were just junk). I went wild and bought new injectors as well.

You SAAB knowers are saying "Well all the fuel lines must have been messed up". CORRECT. The 1976 had a very simple one inlet, one outlet fuel distributor, and Mr. Parts-is-Parts had thrown out all the fuel lines and used Rabbit droppings. Foreign Auto Salvage of Booton, New Jersey had a '77 99 that I ripped every line out of, then I "visited" with a 1976 99 I met at my local SAAB dealer and figured out how everything fit together. I still needed a few lines (\$26.00 each at the SAAB dealer), so I took some extra plastic lines, cut them to size, found the right size banjo fittings for the ends, then heated the banjo fittings quite hot, and worked them into the ends of the plastic lines. When the plastic cooled, it made a tight fit.

Added to the madness was the former owner's disdain for the lime green of the original car. So he got the Cheap Paint Job

in dark Grey. Now when the door is opened, lime green screams out along the inside of the door.

Once everything was together, the engine had the famous "Cold Start Problem"; it started poorly when cold, then surged and choked a few times before warming and running roughly. Since almost everything of importance is new, I was completely baffled and so I went to my local SAAB dealer. He said "runs okay for a '76 ..." then charged me \$89.00. I looked at the \$30,000 9000 he was working on next, and got the picture.

In despair, and cursing German and Swedish engineers, I sold the car. But the new owner was so disgruntled that I bought it back. I became determined to fix the car no matter what and read everything I could. Then the clouds broke. In June's issue of NINES, Doktor Nio responded to Eric Frank's letter which described the same Cold Start Problem. The Doktor said "It sounds like the mixture could be too rich". Bounding out to the car, I found the proper metric allen key and dove in. Anticlockwise went the mixture control screw, and BINGO ... the engine sat there singing. I danced.

Now I have all the things I love about SAABs. Fresh Air ventilation, 15 inch wheels, a solid ride, a beautiful interior, a singing engine, and all for about \$900! With a good paint job it will be complete. Now I think I'll get a glass of water, perch it on the intake manifold, and see if it ripples.

On second thought, maybe not.

Paul Henderson
Far Hills, NJ

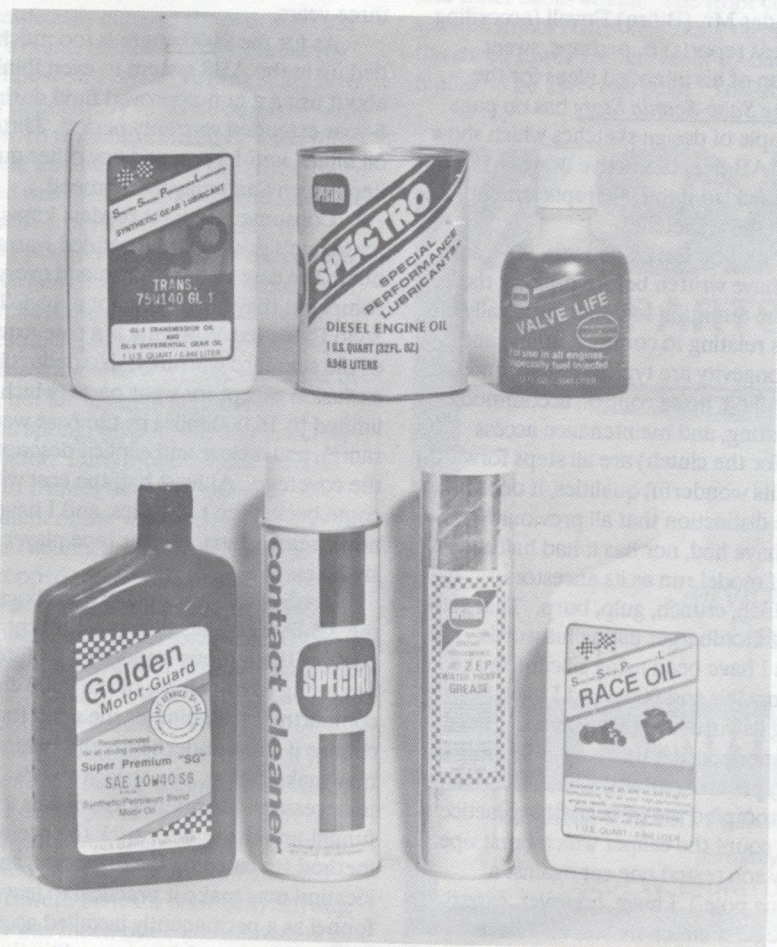
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Comments on 900 sales, silicone brake fluid, the 2.3 liter engine, and resurrecting an older 900

I have so far resisted the urge to comment about Saab's partial takeover of GM, and I will continue to resist. My personal concern has been somewhat eased by the statements of those involved, that Saab will continue to be independent and will be comprised mostly of people from the Saab side of the family.

I do have some observations about the predicament which left Saab to merge. In analyzing the sales results of recent years, I disagree that sagging 900 sales are the problem. Using Volvo as an example, the 700 line bears a similar relationship to the 200 line as the 9000 line does to the 900 line. In each case, the newer car fills a similar market niche in terms of size and price range. In the case of Volvo, the 700 started as a smaller volume, up-market extension of the 200, with the 760 being the first model available, followed by the extension to the 760 Turbo, 740 GLE, and finally a base 740. In the meantime, the 260 Volvo was the first to go, then the 240 Turbo, the 240 GLE, leaving the 240 DL as the "entry level" Volvo. During this process, the 700 series volume ramped steadily upward.

Contrasting this with Saab's experience, the initial offering seemed to follow on track. The 9000 Turbo was the first car out, and the 900 Turbo 4-door was the first model to be dropped (not counting the long departed 5-door and the unlamented 2-door coupe). What happened then was the 9000 line seemed to stall. The CD sedan seemed to mainly steal hatchback sales, and there was never a low-line 9000. The story about the sunken presses surfaced briefly (no pun intended), and this may have been what torpedoed the plan. (Note that a low-line 9000 exists in Europe). In any case, after being introduced five years ago, the 9000 line should be taking the majority of Saab's volume at this point. Rather than the 900's volume dragging Saab down, I view the 900's current sales level as the only thing which has prevented a major catastrophe to the U.S. sales and distribution network. If the parent company is suffering, it is because the 9000 line has simply failed to fill its role, at least in the U.S., as the volume

leader.

As an aside, Mr. Sinclair has made comments about the engine and suspension being the "soul" of Saab, and that transplanting these into almost any car (chassis) would make a car which "drives like a SAAB." Could it be that the 9000 has foundered in the U.S. market for the reason that it is "any car", having been designed by the same house as designed the Hyundais, the AMC-Renault-Eagle Premier (which is also dying on the vine despite its fine road manners, ample room, Volvo engine, and a mainstream price), and being a clone (styling wise) to the Fiat-Lancia-Alfa offering.

Perhaps Saab also thinks that the 9000's lack of distinction is a problem. The press reports refer to a "new 900" or a "900 replacement" in terms which allow for a development of the existing theme, but in reference to the 9000 replacement, the press releases specify a "complete redesign" which is not built on a shared chassis. That the 900 replacement is to be designed in-house under Mr. (Björn) Envall (according to the press reports) is, perhaps, sweet vindication of his intended ideas for the 9000. *The Saab-Scania Story* has on page 146 a couple of design sketches which show a very SAAB-like, distinctive design. I would be tickled if the 900 replacement looks like these sketches.

As one who has owned 99s, 900s and 9000s, I have written before praising the 9000. The attention to detail, especially in the areas relating to comfort, utility, and vehicle longevity are typically Saab, and the ride, handling, noise control, accommodations, shifting, and maintenance access (except for the clutch) are all steps forward. Despite its wonderful qualities, it does not have the distinction that all previous Saab models have had, nor has it had half the length of model run as its ancestors.

Munch, crunch, gulp, burp. That is the sound of Goldberger eating his words. For 12 years I have been using silicone brake fluid in my 99s and 900s, and I have been extolling its virtues in these pages. I have never experienced a brake cylinder (master or slave) problem since the rusted 99 caliper which prompted me to begin this practice. (I don't count the caliper which burst open after my son rested one car against a telephone pole.) I have, however, experienced regular clutch master and slave cylinder failures. I can count no more than

three years on a set, with Turbo master cylinders going after about two. The master cylinders always fail because the metal piston scrapes the bore until it leaks. The slaves fail due to similar piston-to-bore contact. When disassembled, the rubber parts always look and feel like new.

I have recently disassembled a used slave cylinder which had been in service far longer than I have experienced. The rubber parts felt like mush, but they sealed fine. I have concluded that regular brake fluid causes the seals in the clutch to soften and swell, providing proper sealing under the low pressure environment of clutch usage. The brake parts are able to function perfectly without the softening action of the fluid because pressure is much higher and the displacements are much lower. Therefore, I have retrofitted the sole surviving 900 with a '76-77 99 style reservoir, which features independent supplies of brake and clutch fluids, and I put regular fluid into the clutch. If my son stops hitting things, I will report on the success of this strategy in three years.

As for the 9000, there is too much \$\$\$ tied up in the ABS system to even think about using a non-approved fluid during the 6-year extended warranty period. Ditto for oil filters, anti-freeze, and any other quirky item which Saab may recommend.

Consumer Reports readers know that magazine's position on extended warranties, but in the case of Saab, each and every complaint they have does not apply! The Saab Extended Warranty is a true extension of the standard warranty: No deductible, no exclusion except for wear parts (which are limited to 16,000 miles by the base warranty), and a clear and explicit description of the coverage. At least half the cost will come back if the radio dies, and I have never seen a Japanese car tape player last six years.

Saab is due a couple of "attaboys" for the 2.3-liter engine. The most recent resting place of the famous wandering oil filter, according to my survey of the 9000 engine compartment, eliminates the need to change it from underneath and behind, and may make ramps, pits or jack stands unnecessary. Its orientation makes the funnel-under-the-filter trick the preferred method for catching the drippings, and its location may make it practical to leave the funnel as a permanently installed accessory. The positioning of the air conditioning

compressor to use the multi-V belt instead of a belt of its own is a welcome implementation of "less is more".

Saab is also due a couple of belated "attaboys" on the 9000 powerplant arrangement. The starter motor was repositioned from under the exhaust manifold, where it always gets hot and where it would be exposed to water and salt, to under the intake manifold, where it stays cooler and dry. I never noticed this before seeing the cover of the April NINES and comparing the obvious relocation relative to that on the 900 to that of my '88 9000T. The alternator is in a dry place. While this may be an obvious design requirement for an alternator, look under the hood of an AMC-er-Renault-er-Chrysler Eagle and note how the alternator comes between the road and the crankcase. Then think about how Volvo uses the same engine. The SAAB's location is similar to that on the long departed and unlamented Simca, but while the SAAB's stays clean and dry, the Simca's filtered enough salt water to fail regularly every 30,000 miles.

I especially enjoyed the article on the Editor's bionic SAAB Turbo because my child's above referenced driving skills gave me the opportunity to go through the same process. In my case, I already owned the donor car and needed only the parts. Since my need was for the right clip and since the parts came from Dennis Sweeney, it is remotely possible that our cars are cousins!

Following the low-speed encounter of the telephone pole kind, the 1980 900's repair estimate, using new parts and fancy body shop standards was twice the value of the car, not including the concealed damaged spring, caliper, steering knuckle, and radiator. Parts alone totaled \$3,000. Calling to Dennis Sweeney, deleting replacement of the wrinkled rubber bumper cover and adding a set of rear shoulder belts, dropped the price to under \$500, with the provision that the only hood he had at the time was "a little perforated" and I could expect at least four hours of shop time to repair. Actually, it was six.

I approached the fancy-body-shop estimator (they are next door to a BMW dealer) with my buying the used parts and MAACO doing the paint work as part of their half-price winter special. He said that this was too complicated for him and that used parts were beneath his dignity anyway. MAACO was much more accommodating,

and having a Car-O-Liner machine and a body person who could walk and chew gum at the same time gave me courage.

In the end, the repair cost only somewhat more than the car is worth on the open market, but probably much less than it would cost to buy equivalent automotive quality. Since the car has been in the family since it was new, maintenance is a known item. Rust is minimal, which is outstanding for 10 years in the salt belt. There is also a basement full of assorted bits and pieces to fit into it.

Under lessons learned, I question the wisdom of handing SAABs down to newly licensed children. On the one hand is the safety factor, but the other hand is the exorbitant cost to repair. I am sure that the same crash to an American car would have cost what I paid using new parts.

I also was reminded that rustproofing is a process, not an act. Although the used parts were newer than those they replaced, they were much rustier. As mentioned, the hood was rotted through where the inner and outer shells attach. The front clip showed minor rust stains along the seams of the shock tower and the inner-to-outer fender. The 1980 had been "Tuff-Koted"

when new, and the seam areas were resprayed using Duro/Permatex spray whenever it seemed appropriate, and they were completely clean.

With the current factory practice of spraying the entire bottom with tar, spraying wax into all the crevices, and with the current paint system, aftermarket rustproofing is useless at best and has the potential of screwing something up. I am, however, a firm believer in re-spraying the crevices every couple of years. SAABs have rubber plugs where you need to spray. I have also sprayed the galvanized parts of the suspension and sub-frame, something I wouldn't recommend outside the Chicago-Detroit-Cleveland-Pittsburgh-Erie-Buffalo-Toronto-Montreal crescent. Unless you too hate the white powdery zinc oxide the forms.

Stephen Goldberger
North Canton, OH

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Center armrest for 900s

There is a neat new product for SAAB 900s that I just installed in my 900S. It is a front seat center armrest console from HUSCO.

The pad rests atop a metal brace that straddles the rear of the center console. The key to the armrest is that the padded part slides back and forth, allowing for better access to the ignition key, etc. Also, beneath the sliding pad is a sliding plastic part that can hold two cups (for coffee, cans of soda, etc.).

The very clear and complete installation instructions require removing the passenger seat and then the center console. I talked to the engineer at HUSCO, and he said that this procedure was recommended by Saab. He also said that HUSCO almost killed the project because of the need to remove the seat (none of their other cars' armrest require this), and because of the electrics contained in the console.

When I installed the armrest, I left the console alone and removed the driver's seat instead. It's much faster and easier to do this than muck about with all the wires (window lifts, ignition, power sunroof, plus



the shifter, etc.) in the console, and the driver's seat is even easier to remove than the passenger's seat. After removing the seats, take out the rear ashtray, drill five holes, and polish off the installation.

The armrest is just great, exactly the right height for me, and when slid all the way back, it is not too difficult to get to the ignition key and front power window controls. The seat belts take a bit of extra attention, but really not much at all.

One caveat, however. If your car is a four-door with power windows, I do not recommend this device. You would need an extra wrist on your arm to get to the rear window switches.

Seth Bengelsdorf
Norwalk, CT

Many's the time I've wanted a place to put a cup of coffee or can of soda somewhere in the center console area of my 99s and 900. (How many times have you spilled a beverage down the ignition switch?) The TracTop model S2 armrest for 1983-90 SAAB 900s has such a feature. A "spillproof" coffee cup is even included as part of the kit.

As a result of Seth's letter, HUSCO has added alternate instructions allowing for the removal of both front seats to ease installation. I found the easiest way to install the mount was to remove only the driver's seat and slide the passenger seat all the way forward. This allowed enough room to drill the holes in the console. The console did not have to be removed; installation was made through the ashtray hole. It was tight, however. If you drop a washer or nut, you'd better have a magnetic wand to fish for the

lost item. Even so, the installation took only about an hour.

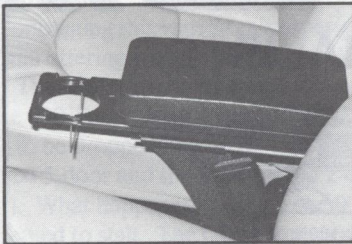
The comment regarding access to the rear window switches was disputed by HUSCO. I agree, they can be reached, but they are somewhat hidden. Since the 900 was not designed for a center armrest, it is one of the compromises you have to accept, along with a bit more difficulty in latching the safety belts.

My only complaint is that the top does not slide back far enough. Slid forward with the cup holder in use, it interferes with the shifter. I drive with the seat all the way back on its runners. If the special mounting were more upright, the pad could slide back between the seats, out of the way, and would allow easier access to the ignition switch and electric window switches.

The quality of the TracTop kit is first-rate. Everything is carefully wrapped, and the finish of the parts is up to the expectations of the fussiest SAAB owner.

There are other aftermarket center armrests available. If you have one, please write about it to let other SAAB owners know what you think of it. - TW.

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Model S2, fits SAAB 900, 1983-90

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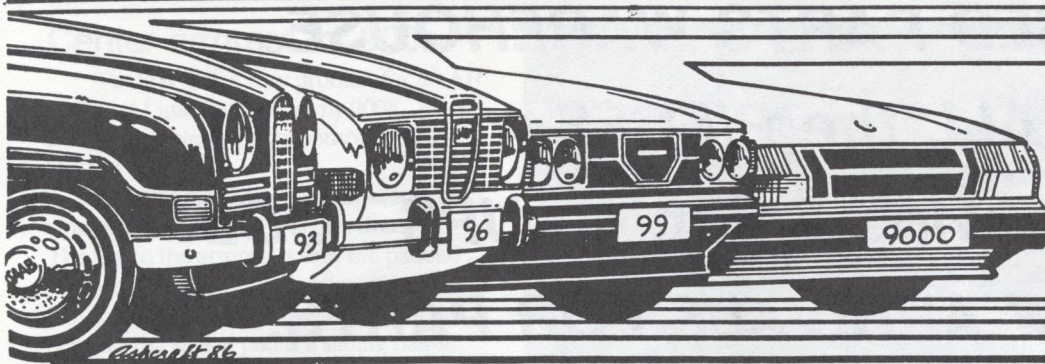
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Sonetts For Sale

'74 Sonett III, Blue, air, alloys, Konis, Swedish racing manifold, 32/36 DGEV Weber, free-wheeling L.O., chassis strengthened, tinted glass, Hella lights, SAAB sunscreen, Maserati air horns, 3 cooling fans, Calif car. \$4,500. Terrence Waters, 33560 Mulholland Hwy, Malibu, CA 90265. 818/ 889-9390.

'74 Sonett III, 54k mi, Yellow w/black trim, Brown leather interior, alloy rims, rear window louver, new tires, brakes, calipers, AM/FM all original, mint, stored. \$3,850. James Horvath, 4849 Grace Rd, Tudor House Condo Ste 101, N. Olmsted, OH 44070. 216/ 777-1537.*

Two '74 Sonett IIIs - 1st: 52k mi, VG Cond, great frame, slight damage LF bucket area. 2nd: 72k mi, bad frame, rebuilt engine, good everything else. \$3,000 takes both. Rob Chisholm, Box 46 Star Route, Mount Pleasant, PA. 412/ 547-5446.*

Three '74 Sonett IIIs: All have undercarriage restoration work done and are in running condition. Take your pick - \$1600, \$2600, \$3600. One has factory air. Delbert Kettering, 7374 Mudbrook St. NW, Massillon, OH 44646. 216/ 837-5277.

'74 Sonett III, 73k mi, rebuilt floor pan, brakes, exhaust, nice red paint, trans noisy, with 2 parts cars to pick off a trans & all bits & pieces. \$2100. Dennis Sweeney, RD #1, Box 410, Ligonier, PA 15658. 412/ 238-0900.

'73 Sonett III, 39k mi, fresh Orange paint, A/C, new trans & clutch, Exc cond. \$4,000. Rob Youree, Crane, TX. 915/ 558-2953 lv msg.

'73 Sonett III, good running condition, rebuilt engine and trans, good tires, Georgia car. \$1,900. Tom Ludwig, 421 Touraine Rd, Grosse Pointe, MI 42236. 313/ 885-2270.

'69 Sonett V4, for parts or restoration. Rusted pan, VG cond body & interior, orig. Sand paint, drivetrain untested. \$1,500. 1 1/2 hours from '90 Convention. Rob Allen. 203/248-8798.

92s, 93s, 95s & 96s

'54 92B, serial #10446. Very original, running condition, 38k mi, no rust, stored 20 years. Repainted in wrong color, reupholstered. A Pearl! \$??? Svensson's, 194 - 23rd St, Richmond, CA 94804. 415/ 236-6750.*

'73 96, new performance engine, new brake system, rebuilt trans w/20k mi, no rust, excellent in & out. Call or send for photos. \$2,400. David Kronen, 22706 Califa St, Woodland Hills, CA 91367. 818/ 703-7323.

'73 96, Lemon Yellow, 170k mi, relatively clean, body fair, Weber carb, radials, good compression, stainless mufflers, recent work, trans mysteries, extra parts car. Drive it home! \$4000, \$700, \$400 obo. Peter Reimuller, PO Box 4, Point Arena, CA 95468. 707/ 882-2001.

'68 96 Deluxe, good engine, trans & drive train. Extra parts. Body is a disaster. \$200 obo. Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. 804/ 320-2371.

'58 93, eng missing, \$500. '63 95, eng missing, \$500. '67 95, exc running condition, \$1,000 obo. Don Kelder, 127 W. Live Oak St #18, San Gabriel, CA 91776. 818/ 286-4491.*

2-Stroke & V4 Parts For Sale

Transmissions: #1 - Rebuilt 15k ago with 7:38 R&P for quick lo-end performance, \$350. #2 - Rebuilt 11k ago with standard 8:39, new ring & pinion, \$450. #3 - disassembled & cleaned, shafts assembled for reference, all parts good, may need brngs, no ring & pinion, \$100. Standard ring & pinion in exc cond, \$175. David Kronen, 22706 Califa St, Woodland Hills, CA 91367. 818/ 703-7323.

95/96 Front Spoilers. Fiberglass reproductions of original factory ABS units. Black gel-coat finish. Includes all mounting hdwe & shpg. \$80. Mark Rheude, 781 E. Swanee Ln, Covina, CA 91723. 818/ 967-2459.

1 whole '66 96, 1 '66 96 body, some parts. For sale together (\$600 obo) or separately. Bruce Hanson, Rt 2 Box 126, Stanton, NE 68779. 402/ 439-5023.

Sonett III parts: Front or rear fiberglass, \$250. Doors complete, \$55. Many other parts, for prices list requirements, send SASE. SAAB Parts, PO Box 17796, San Diego, CA 92117.

Parting out '73 95: All parts available. Write or call with needs. Also 2-barrel Holley carb, \$40. 2-bbl carb to std manifold adapter, \$25. Monty Tarr, Route One Box 385, Catlin, IL 61817. days 217/ 443-7402, eves 217/ 427-5203.

99s, 900s & 9000s**For Sale**

'86 9000 Turbo, Black/tan cloth, 5spd, moonroof, loaded, 70k mi, mint condition. \$10,900 or trade? Craig Radey, Manitowoc, WI. 414/ 682-0566.

'87 900 Turbo 3dr, 70k mi, Red, AC, leather, sunroof, fogs. 414/ 272-3433 days, 414/ 628-3445 eves.

'83 900 Turbo 3dr, Slate blue, perfect condition, runs great, 4 snows on alloy rims, ski rack, shop manuals, all bills, meticulously maintained. \$5,800 obo. Raymond Oram, Nutley, NJ. 201/ 667-3426.

'84 900S, 5spd, 3dr, Walnut/maroon interior, AC, Cruise, AM/FM stereo, good cond, 185k highway mi, orig owner. Paul, Nutley, NJ. 201/ 661-1368.

'79 900 Turbo, many new parts, good condition. \$1,650. Barry Mabel, 27 Oakwood St, Albany, NY. 518/ 459-2321.

'78 99 Turbo, Black w/red interior (complete new int.). Total eng & trans rebuild w/new head, New ft calipers, Alpine, Ungo, Momo wheel. Mint! Best of Show '86 Natl Conv. \$7,000 obo. David Morley, Atlanta, GA. 404/ 299-9760 days, 404/ 954-9264 eves. Will be at '90 Conv. if not sold.

'78 99 Turbo, Maroon, 107k mi, runs great, many new parts, no major rust. \$3,200 obo. John Chan, 907 S. 47th St. #3R, Philadelphia, PA 19143. 215/ 386-3291 lv msg.

'78 99 Turbo, Fresh rebuilt engine, good trans, Black w/Red interior, P8s, Recent front end rebuild, MSS exhaust, just passed NJ inspection. \$2,500 obo, or trade for 95/96 or Sonett II/V4. Dave Starbuck, 28 Union Ave, Warren, NJ 07060. 212/ 478-0888, 9am-5pm; 201/ 647-7549, 7-9pm.

'78 99 Turbo, recent: clutch, M/C, timing chain, exh manifold, radiator, spoiler, headliner. Extras: sway bars, Konis, Repcos, Alpine stereo. Interior excellent. Needs paint. Runs great! \$2,100. Jason Adams, 420 N. 1st St, Emmaus, PA 18049. 215/ 965-5413.

'77 99GL, bright blue sedan, 118k mi, no accidents, runs well, looks great inside & out. Lovingly cared for by one family. \$2,400 obo. Aileen Cox, Box 246, Boylston, MA 01505. 508/ 869-2509, 7-10pm EDT.*

'74 99LE Combi Coupe, automatic, Orange, body good, engine good but needs main seal. Many new parts, spares, factory manual. \$650 obo. Jim Pankiewicz, 5035 W. Drummond, Chicago, IL 60639. 312/ 745-9441.

99, 900, & 9000**Parts & Accessories**

99/900 parts: Eng/trans from '77 99, \$250. '78 Turbo eng minus turbo. good cond, \$850. '82 H-eng disassembled, \$300. Misc. FI parts: fuel distributors, \$25 ea., complete EFI wiring harness for '72 99E, new, \$100. More. Dave Starbuck, 28 Union Ave, Warren, NJ 07060. 212/ 473-0888 (9-5) or 201/ 647-7549 (7-9pm).

Body stripes, black, for 2-dr 99, SAAB P/N 11965, \$15. Bosch fuel distrib, 0438-100-005, for '75-76, non-Calif '77 99s, \$40. Monty Tarr, Route One Box 385, Catlin, IL 61817. 217/ 443-7402 days, 217/ 427-5203 eves.

NCR microfiche reader w/900 part/price fiche, \$200. Complete '87 tan cloth interior, 900S 3dr. Tan plastic mats, \$45. 4-S alloy whls w/ caps & nuts & MXV, \$750. 2-'86 Turbo alloys, \$250. All +shpg, or pick up at '90 Conv. Rob Allen, 203/ 248-8798.

Set of 4 '88 15-spoke wheels, great shape, will ship UPS. \$95 ea. 602/ 934-0893 lv msg.

99, 900 OEM parts, wholesale prices to SAAB Club members. Aftermarket parts, engines, transmissions, large assortment of used parts. New cyl head, '81+, \$512.25. New style heater control valve, \$82.26. New style outer CV joint, \$117.14. Trollhattan Motors Inc., 310 George Ave, Baltimore, MD 21221. 301/ 682-4688 or 301/ 686-2446.

99, 900 headliner recover kit comes with glue 3½ yards of material and complete instructions, \$77.50. Other parts available. Trollhattan Motors Inc., 301/ 682-4688 or 301/ 686-2446. Evening and Saturday hours.

Your Saab manual transmissions rebuilt from \$795. Includes replacement of bearings and seals and set to factory specs. Why buy used and not be sure? Call for details, freight additional. Mastercard accepted. Trollhattan Motors Inc., 310 George Ave, Baltimore, MD 21221. 301/ 682-4688 or 301/ 686-2446.

Three Pirelli P-600s, very good cond, 2 yrs old w/25k mi. \$40 ea. Newly rebuilt radiator from '72 99 1.85L, \$50. Mike Maly, Seven Hills, OH. 216/ 447-1279 eves or 835-6212 days.

900 Factory service manual, covers thru '87. 20 separate books, no binders. Nearly \$300 new, sell for \$150. David Kronen, 22706 Califa St, Woodland Hills, CA 91367. 818/ 703-7323.

9000 rear parcel shelf, tan, slightly sun bleached, sell cheap or trade for SAABthings/ Accessories or pre-89 NINES newsletter articles regarding 9000. John Pomeroy, 562 Lancashire Ln, State College, PA 16803. 814/355-1000 wkdays.

Parting out eight 99s and fifteen 900s, 1973 thru 1985 Turbo. New OE sunroof deflectors, 9000 only, \$45. Rod Beckner, 604 East First St, Albany, OR 97321. Tele/fax 503/ 928-6351.

900 parts - Best Prices. Engines, transmissions, body parts, etc. Free locating service. Gaylon-Walker Imports, 307 E. Lincolnway, Ames, IA 50010. 515/233-2201.

Parting out: 79 thru '86 900s. 8-valve, 16-valve, Turbos, SPGs. Drivetrains, interiors, body, suspension, wheels, rebuilt transmissions and more. Mike Caro, Wallingford, CT. 203/284-8989.

99 EMS wheels (4) w/lugs, \$80/set. Turbo steering wheel, \$35. 99 tach, \$35. 99 lens assy, front or rear, \$15 ea. Head for B-eng, \$100. All 99 glass, reasonable. Can deliver to convention. Michael D'Aleo, 15 4th St. Apt 3, Frenchtown, NJ 08825. 201/ 996-7603.

Wanted, All Models

Early SAAB literature, posters, promo items, especially Tekno toy 93, Bandai tin 97 & 99, dealer signs, odd emblems, etc. Bring your sellable, tradeable memorabilia to Conv '90. Rob Allen, 203/ 248-8798.

Front seat covers for '85 SPG, tan color, either Saab Sport or Saab sheepskins. Chris McPherson, 404/351-5548 days, 404/469-7222 eves lv msg.

GT-850 engine, will pay well for reasonably fresh one. Rob Steinway, 540 Iris Ave, Boulder, CO 80304. 303/ 442-4725.

Cheap Thrills

Close your eyes.

You're driving on a twisting mountain road. The 99EMS roars beneath you. The sun is out, the air is cool, trees blur past. You're even thinking of changing your name to Erik or Satch. You round a bend at blistering speed when a cop tags you with his radar gun...

Start over.

The modifications to your Sonett work in perfect harmony as you blow by a Porsche 959. You round a bend at blistering speed and slam into a Winnebago with engine trouble...

Forget it.

Has reality been creeping into your fantasy life? Has your right foot been itchy and your insurance company angry? Then I have two words for you:

Time Trial.

Time trials (a.k.a. Solo I in the SCCA) are high speed events at real road racing circuits. Instead of racing each other, drivers compete for the fastest lap time in their class. Passing is usually forbidden or allowed only in selected straights. This makes for a very safe event, where you and your car can drive home in one piece. Safety requirements are less than what's needed for full blown racers, and since cars are classed by performance, your dead stock 93 won't be up against a CRX-Si.

What's the point? Cheap thrills! On a race track you can concentrate on driving instead of whether or not your Escort is working. Instruction, track time, and a whole lotta fun can be yours and you don't have to be sponsored by Marlboro to afford it. Install a 5-point safety harness and a fire extinguisher (around \$160 total), buy or borrow a helmet and gloves, and you're ready.

Before you spend a dime, though, find a club in your area that sponsors time trial events. On a national level the Sports Car Club of America runs these events as Solo I. Locally, many car clubs stage their own events that are not exclusive to their own members or marque. The local clubs may offer more track time and less requirements, so look around before you take the plunge. Each club will have their own rules and regulations regarding safety equipment and guidelines for installation.

Besides safety equipment make sure the car is in good running order, especially brakes, tires and suspension. Look over



everything else, too. Most people drive the cars to and from the events ("run what you bring") - you don't want that borderline belt or hose leaving you stranded trackside. Take care of those annoying little problems before you go to the track. If you're inexperienced like me, a stock car can probably outperform your driving ability, so don't spend your money on superchargers, wings and chrome dip sticks.

Undecided? Many clubs have an introductory group for cars in stock safety trim. Usually this will consist of classroom sessions and a follow-the-leader (instructor) session on the track. If you decide to go for it you will most likely be put in a novice group (a regular time trial group with added classroom instruction). Entry fees vary, but \$50 for intro group and \$120 for time trial groups would be in the ballpark.

I run with the Alfa Romeo Owners of Southern California. At first I drove the family car; a 1983 SAAB 900 Turbo. At my first event I met Bud Clark and Alisa Kincaid, both driving Sonett IIIs. (Bud's got a new ride now - a GT4 Sonett V4 racer!)

Since then I've driven at Willow Springs, Laguna Seca, Riverside and other tracks. The 900 performed admirably, but now I drive a Sonett V4 that I brought back from the grave. My wife, Lisa, has driven in two intro groups (one in the Sonett) and in a performance driving school the club offered. We have both become better and safer drivers on the street as a result of these experiences.

How do you find a club? Hemming's Vintage Auto Almanac lists many car clubs, and many advertise in the back of major magazines. Call them, if they don't stage time trials they may know who does. You could also call me at 213/337-1492.

Besides fulfilling your fantasies and learning how to properly handle a car, there is one added benefit - reduced speeding tickets. After each event, with speeding out

of my system, I am very content to follow speed limits - at least for a few weeks...

Dave Trulli
Los Angeles, CA

David makes mention of Bud Clark's Sonetts. Bud's Sonett III is a '73 model and has been injected and turbocharged. The injection (port injected) is electronic with an air mass meter like the recent Bosch LH system on 900s and 9000s. The turbo is a Garrett T3 unit. The braking system is from a Monte Carlo 850 and allows the use of 4-bolt wheels, in Bud's case Inca alloys from an early SAAB Turbo.

The Sonett V4 was recently purchased from David Nagel in California. It was built many years ago by Jack Lawrence of Motor Sport Service. The engine is the 1700cc V4, with 12.6-to-1 compression, and a two-barrel Solex carb with cool-air induction. It will turn 8500-8800 rpm. The power is driven through a close-ratio gearbox and limited-slip diff to Panasport wheels with Goodyear racing slicks. At Carlsbad earlier this year, Bud won his class and placed third overall. Another event at Las Vegas saw 48 cars in attendance with Bud's Sonett turning in fastest-time-of-day.

Another SAAB Club member who runs trials in a '73 Sonett III is Eric Sands of Tustin, California. Eric bought his 97 for \$500 and has turned it into an autocross car and daily driver. Among the modifications: "King Kong" transmission (heavier intermediate shaft) with freewheel disabled, 900 Turbo valves, ported heads, heavy duty rod bolts and valve springs, Weber 32/36 DGV two-barrel carb, extractor exhaust, cut down 96 springs in front, cut down front springs in back, Koni shocks, MC 850 braking system, and 195/60 tires on Inca wheels.

Those who attended the 1989 National SAAB Owners' Convention in Las Vegas would remember Eric's and Bud's Sonett IIIs. Bud's was the orange one, Eric's was bright Chrome Yellow. - TW



1990 NATIONAL SAAB OWNERS CONVENTION



Hosted by the West Mountain Saab Club

August 3rd, 4th, and 5th

WMSC is proud to host the 1990 National SAAB owners convention in historic Sturbridge Village, just one hour west of Boston. This special three day event will feature a scenic TSD rally, 10 unique Saab-related technical sessions, the impressive SAAB concourse, new & vintage SAAB parts swap and a Saturday evening gala banquet with SAAB guest speakers. We are looking forward to a great weekend, and hope to see you all there!!

For your convenience, we have booked 200 rooms at the Sheraton Sturbridge Inn. You must reserve rooms directly with the Sheraton Convention Center at (508)-347-7393. Be sure to double up in rooms in order to keep your cost down and keep our occupancy up!

Convention Registration Information:



Name _____

Address _____

City/State _____

Zip/Tel.No. _____

SAAB(s) owned _____

Days present: Friday Saturday Sunday



Registration Fees:

Total Number of Adults: _____ x \$60 = _____

(Note: After July 1st, the registration fees for adults is \$65.00)

Total Number of Children under 12 (food): _____ x \$25 = _____

Rally Accessories:

T-Shirts: _____ x \$10 = _____

Hats: _____ x \$8 = _____

Sweat Shirts: _____ x \$18 = _____

Stickers: _____ x \$2 = _____

Total: _____

Check or money order payable to:
West Mountain Saab Club
c/o Cliff Bodenweiser
171 Lancaster Road
Berlin, MA 01503
Ph: (508)-525-2110





BOOK REVIEW

It's not just for Sonetts...

I was fortunate enough to preview Jack Ashcraft's new book, *Sonett Sources - An Interchange and Data Manual*. Although the title indicates Sonett only, 85 percent of the information also applies to 95 and 96 models. This forty-page manual is stuffed with the type of information every V4 owner needs. In my twenty-plus years as a Saab parts person, one of the most frequently asked questions is, "Other than the factory manual, is there any reference manual for the V4?" Well, this is it!

The overriding theme of Jack's new book is that these cars are meant to be driven, not hoarded as museum pieces. Supporting his theme is an extensive amount of both mechanical and parts sourcing information. The book is divided into eight sections: Tune-up and Tools, Engine, Electrical, Transaxle, Brakes, Suspension-Steering-Wheels, Body-Interior, and Special Parts. Each of these sections has specifications and cross reference charts. Details abound, such as the "Rogues Gallery" of V4 condensers. Each type of condenser is clearly drawn out. Supporting this is a chart listing the condensers by year, model, and Bosch number. The "Special Parts" section contain items like two-barrel manifolds, chrome valve covers, weather-strip seal sets, and Commuter Survival Kits.

All of this is excellent information for the novice and a worthy guide for the expert. I highly recommend this book as an addition to your automotive library. And Jack -- there's no way you're going to get this copy back!

Rich Roberts
Bothell, WA

99s Top 2WD Rally Cars

The Mount Washington "Climb to the Clouds" auto race returned to the Northeast's highest peak on June 24th of this year. While many races have developed in the ensuing decades, none have the history or excitement of climbing the world's first auto road where the modern age of motorsports was born in 1904.

Several auto manufacturers use events such as the Mount Washington hillclimb in an attempt to demonstrate the superiority of their products. This year there were turbocharged four-wheel drive Audi Quattros, Mazda 323 GTX's, Toyota All-Tracs, and a 4WD supercharged VW Rallye Golf. Thirty competitors from the U.S. and Europe, ran the 7.6 mile climb up the famous New Hampshire mountain.

The record time for this climb was set by Bill Rutan in a Porsche Special. The surface is 60 percent tarmac, 40 percent dirt, generally narrow and bumpy throughout, constantly changing direction and elevation, with an average grade of 12%.

Bill Rutan, who has also competed in the Pikes Peak hillclimb considers Mount Washington to be more difficult. "There are lots of straight-aways up Pikes Peak," said Rutan. "Mount Washington is full of twists and turns and surprises every which way. It's much more challenging."

Saab was well represented this year by Pro Rally driver Rich Kushner, proprietor of Swedish Motors in Marietta, Pennsylvania. Kushner's SAAB 99 stormed to the summit with an outright Class 2 victory, and 6th overall being beaten only by four-wheel drive German and Japanese cars.

The overall winner at Mount Washington this year was SAAB Club member Tim O'Neil in the VW Rallye Golf. (O'Neil raced SAABs until acquiring major sponsorship with VW).

Another winner in the "two-wheel drive" class in Pro Rallying is the SAAB 99 of Carl Jardevall and Sven Bergvall, who are regular competitors on West Coast events.

The 99, a *Wagonback*, placed fourth overall, second in the Open class at California's "Rim of the World" National Pro Rally on April 28th. The Open class winner was also the event winner, Rod Millen in a factory-sponsored Mazda 323 GTX. Second and third overall were also factory cars; Tim O'Neil's VW Rallye Golf, and a 4WD turbocharged Subaru RX with

Chad DiMarco behind the wheel. Fifth through 8th places were all Mazda 323s.

The Jardevall/Bergvall SAAB also did well at the "La Carrera de Indio Liso" triple Divisional rally at Warner Springs, California, earlier in April. Each rally was a single stage on a seven-mile mountain road. The only SAAB team entered, they DNF'ed (Did Not Finish) on the first event due to overheating. The Scandinavians were second on event two, behind the Plymouth Arrow of Lon Peterson and Jim Love. They won the final stage by 10 seconds over a Mitsubishi Starion Turbo driven by George Daland and Mike Blore.

Barber Saab on ESPN

Not every Saab fan can make it to one of the twelve Barber Saab Pro Series races around the United States. An alternative is to watch the action in the comfort of your living room. Many Barber Saab races are taped and edited for later showing on cable TV's ESPN.

Nine, and possibly 10, different Barber Saab races will air this year on television's most successful all-sports network, ESPN. Listed here are the first showings of Barber Saab races. This schedule does not include replays nor possible *Saturday Night Thunder* airings. As with any TV schedule, the Barber Saab Pro Series air dates are subject to change. Consult local listings and *RaceTime* magazine for the latest schedules:

Venue	Date	Time (Eastern)
Mid Ohio	July 3	12:00am
Watkins Glen	July 21	2:30pm
Sears Point	Aug 5	4:00pm
Portland	Aug 11	5:30pm
	Aug 14	12:00am
Road America	Aug 28	12:00am
Tampa	Oct 25	12:00am

Del Mar Tentative
(Miami, Topeka and Lime Rock races were originally aired in March and June.)

The Barber Saab Pro Series features identical open-wheel race cars powered by Saab 16-valve turbocharged engines. In race trim, the 2.0-liter Saab engines put out over 200 horsepower.

England's Rob Wilson has dominated the Barber Saab series this year; halfway through the 1990 season, he has won five races and has accumulated 116 points. Johnny Robinson holds second with 55 points.

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

SAABS CURRENTLY OWNED _____

(i.e. '84 900 S 4dr. automatic / '78 99 GLE 5dr. 4-spd / '72 Sonett III / '68 96-V4 Deluxe)

Annual Membership fees for the SAAB Club of North America/NINES are as follows:

- First Year \$23.00
 Renewal \$20.00

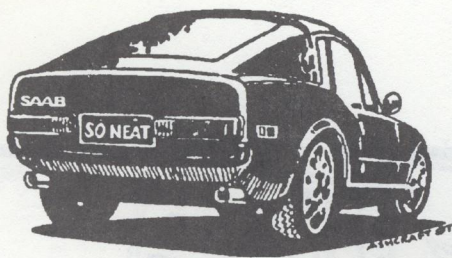
- Canadian add \$3.00 U.S.
 International add \$7.00 U.S.
Please check appropriate box(es)

(Canadian and International - Money order or check payable on a U.S. bank only. Cash OK.)

First year members receive two recent back issues of NINES and two SAAB Club stickers.

MAKE CHECKS PAYABLE TO 'THE SAAB CLUB'

- Address change only



Rear view

National television coverage! Last month's story in NINES on the Saab test marketing clinics featuring the Opel Calibra, was mentioned on public television's *Motorweek '90*. *Motorweek's* Lisa Barrow regularly looks at upcoming models and potential models in their "automotive industry news" segment.

The same segment showed spy photos of a new Volvo, to be called the 960. Another step up for Volvo, the 960 will have "a more rounded, Saab-like" rear end treatment. Is Volvo getting away from "Boxy, but Nice"?

Congratulations to Saab Club member Tom Remedios. Tom is now part of Tom Walkinshaw Racing's Jaguar Group C team, the team that took first and second place this year at the 24 hours of LeMans. Tom's position is that of electronics technician, monitoring the on-board telemetry systems and reporting the results to the team manager.

In a special issue on collectible cars (May 21), *AutoWeek* mentions the following Swedish cars worth saving:

"The Saab 900 Turbos, especially

convertibles, and coupes with the SPG package, will be keepers. And before the 900, there was a small run of Saab 99 Turbos -- rarer and therefore with more investment potential."

Sonetts and Stokers were not mentioned, because the article dealt with cars of the '80s only.

"I wish I could clone myself" dept:

You may have noticed more advertising in NINES in the past few months. Businesses obviously feel NINES is a good investment for their advertising. But more advertisers means more time spent with the Ad Manager/Publisher hat on.

More ads means more income, which means we can occasionally afford a larger issue. But a larger newsletter means more time spent with the Editor's hat on. And that "extra income" is rapidly eaten up (and then some) when producing a 32-page issue, as printing and postage alone add over 50 percent to the cost for an issue of this size.

The membership flyer needs updating, but with the other tasks, there hasn't been any time to work on it. Any artistic volunteers?

We're still maintaining the mailing list on a Commodore computer; very slow, but there hasn't been time to learn a new database to transfer everything to the MS-DOS machine. (A concern is that the Commodore has been having seizures lately.) Even so, we would need another computer, as the current IBM-clone is in almost constant use producing the newsletter.

Those who have written in recent months in hope of receiving a written answer will have to wait awhile longer. Correspondence is near the bottom of the list of things to do.

I wish I could say everything is rosy, but that isn't the case right now. If you have any

suggestions (that don't cost anything, of course) please write or call.

One thing that is going well is the relationship with Saab-Scania of America. Steve Rossi and Karin Nobile of the Public Relations staff are always very helpful in tracking down and tele-faxing information, or sending a photo by overnight delivery. Thanks to them (and assistants Marie Warner and Carol Cummings) for keeping all SAAB Club members up-to-date on the happenings at the parent company in what could be trying times.

Win a new 900! A SAAB 900 is the grand prize offered by Frusen Gladje ice cream. No purchase is necessary to enter. If you don't have the "official" entry form/coupon, write your name, address and telephone number on a 3x5 card in a stamped self-addressed envelope and send it to: Frusen Gladje Ice Cream Sweepstakes, P.O. Box 2067, Stacy, MN 55079. Entries must be received by 9/30/90.

The National Motorists Association (formerly the Citizens for Rational Traffic Laws) is also giving away a 900 as part of a membership drive.

92s for sale: There is a '54 offered in this month's SWAP, and there might be one at the Convention. Be there to see!

Just a reminder: There is no August issue of NINES. The next issue should hit your mailbox in early September. (No matter how many times I write this message, there are always several calls wondering why the August issue hasn't arrived.)

Hope to see you all at the National Convention. Drive safely!

Tim Winker, Editor

NINES

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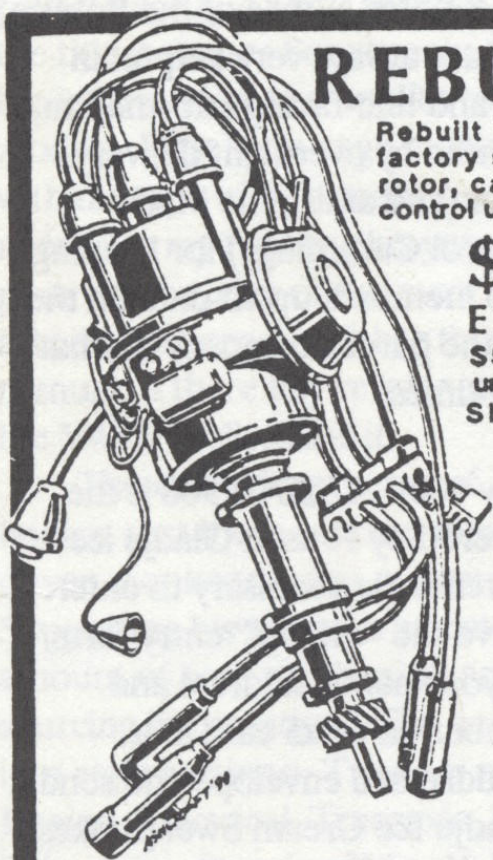
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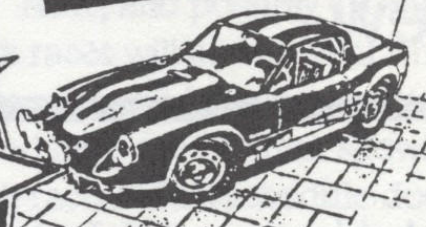
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\$180

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\$50 core charge if your unit is not rebuildable. Shipping extra.

SONETT SOURCES



AN INTERCHANGE & DATA MANUAL

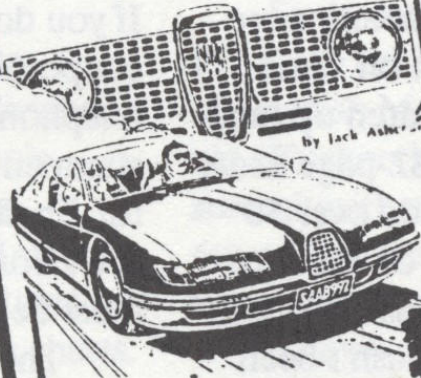
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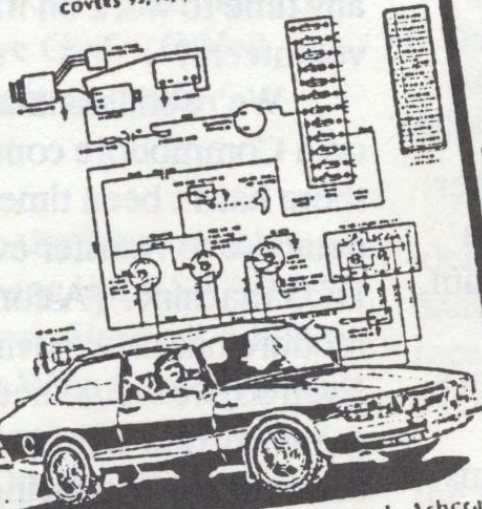
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